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The

Hongkong Telegraph.

FOUNDED 1861 NO. 52,651 六月三日三月廿三香港 SATURDAY, MARCH 23, 1929. 日三月廿三

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GRAND NATIONAL DESCRIBED.

ONLY TEN FINISH OUT OF SIXTY-SIX.

AMERICAN FAVOURITE LOSES AT LAST FENCE.

STORT BREAKS NECK.

London, Mar. 22. All records were broken in the Grand National at Aintree to-day when no fewer than sixty-six horses went to the starting-gate for the famous race. There was a huge crowd of a size seldom exceeded, a large contingent of Americans being present in the hope of seeing the favourite, Easter Hero, win the great event for Mr. Whitney, an American owner.

There seemed every prospect of an American victory too, for Easter Hero led practically from start to finish of the long course jumping perfectly. He was beaten on the last two fences from home, however, by an absolute outsider, Gregalach, which completed the course with a great burst of speed which gave it an advantage of six lengths.

Easter Hero and Gregalach were way in front of the rest of the field.

Many falls.

Only ten of sixty-six starters finished the course, there being many bad falls.

Stort crashed early on and broke its neck, but this was the only serious injury. Many jockeys were thrown at the first fences, where the obstacles proved too great for many of the entries, but none of them was seriously hurt.

Easter Hero was the first to break the line, and the horse went away in fine style leading the field all the way up to the fourth fence, with Sandy Hook and Richmond II, lying second and third respectively.

As the runners, or those that were left, came on to the race-course, Easter Hero was in front well clear of Sandy Hook and Grinkle, with Beech-martin, Richmond II, and K. C. B. next.

Great Battle.

Richmond II moved up to Easter Hero soon after Valentine's Brook had been successfully negotiated.

Four fences from the post Easter Hero was leading by a length from Richmond II and Gregalach which had come up from the rear in great style. Total excitement marked the final stages. Richmond II began blundering and allowed Gregalach to take second place.

Gregalach closed with Easter Hero two fences from home and took the lead over the last obstacle, and drew away on the flat with a fine burst.

Easter Hero was six lengths behind, and Richmond II was a bad third. Melleray's Belle was fourth, May King fifth, Grinkle sixth, D.D.B. seventh, Delerue eighth, Kilbain ninth and Camperton tenth. These were the only starters to finish the course.

The Result

Gregalach's time was 9 mins. 47/2/6 seconds for the course of miles 865 yards.

The result was:

Mrs. Gommell's Gregalach (1st, 4lb.) (Everett) 1
Mr. Whitney's Easter Hero (12.7) Moloney 2
Mr. McAlpine's Richmond II (10.6) Stott 3

Also Ran:

Sprig Bright's Boy Foster
Koko Duffy
Great Shan Payne
Trump Card Morean
Grinkle Hamoy
Mount Etha Foster
Billy Barton Gullane
Lloyd Lloyd
Arden Lyall
The Ace II Evans
May King Gurney
Carfax Arnell
Ballystockart Sasseon
Lordi Weber
Master Billie Rayson
Skun Prince W. Gurney
Le Touquet Teasdale
Overdraft Bennett
Stort Chisholm
Rannant Misa
Ardoon's Price Threlake
Tipperry Tim Dutton

(Continued on Page 16.)

MRS. DYNE'S DEALS IN FRANCS.

THOUGHT SPECULATION AN "EASY THING."

HUSBAND'S MONEY.

FENG YU-HSIANG'S ATTITUDE.

NANKING SATISFIED OF LOYALTY.

REPORTED UNDERSTANDING WITH YEN HSI-SHAN.

TO ACT IN CONCERT.

Shanghai, Mar. 22.

Reuter is informed that no political significance is attached to the resignation of Marshal Feng Yu-hsiang from his post as Minister for War, in view of the fact that he has recommended his Chief of Staff, Gen. Lu Chung-lin to succeed him.

It is also reported from Honan that Feng Yu-hsiang needs rest in order to recuperate.

Furthermore, Honan delegates have been regularly attending the meetings of the Third National Congress of the Kuomintang, while Marshal Feng Yu-hsiang, in a telegram to Nanking dated March 20th, declares his adhesion to the decisions of the Disbandment Conference, stating that in accordance therewith, the headquarters of the Second Army, of which he is the Commander, have been abolished. —Reuter.

Yen's Overtures.

A report which may or may not be to the contrary reaches us this morning from Chinese sources, stating that Marshal Yen Hsi-shan, the Shensi leader, has sent delegates to Feng Yu-hsiang in connexion with the Hunan affair.

It is understood that Marshal Feng has arrived at an understanding with Yen Hsi-shan, whereby the two will adopt an identical course of action in the event of an outbreak of hostilities between Hunan and Nanking. What course they are likely to follow is, however, not indicated through the conference is regarded as significant in view of supposed understanding between Yen Hsi-shan and the Manchurian leaders.

If the attitude of Feng and Yen is sincere, says a Chinese political observer, their joint effort may produce far better results than the best efforts of the Moderate politicians.

"The U. S. Government is fully prepared to take whatever steps may be needed to put an end to such negotiations."

The Commanders of the American troops on the Mexican border have, it is understood, received instructions to this effect, and will not be circumstances demand.

Reuter's American Service.

POSSIBLE AMERICAN INCURSION.

DANGERS OF THE MEXICAN REVOLUTION.

Washington, Mar. 22.

The possibility of an American incursion into Mexican territory is admitted by Mr. Frank B. Kellogg in the course of a statement of the attitude of the American Government towards the Mexican Revolution.

There is danger that the fighting now going on between the Mexican Government troops and the insurgents may lead to fighting near the border and the "United States Government considers it has a perfect right to prevent the firing of shells over the border, which obviously might endanger American lives and property."

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Reuter's American Service.

DANUBE BLOCKED BY ICE.

MUCH DAMAGE CAUSED BY FLOODS.

Buda Pest, Mar. 22.

Masses of ice released by the sudden rise in temperature have floated down the Danube and become jammed between Nagymaros and Kisnároso, piling up to the height of a two-storey house.

The waters have in consequence become dammed up and the river has overflowed to the adjoining country, carrying great blocks of ice.

House and farm buildings have been swept away, as well as trees.

Assistance is being rushed from Buda Pest, and Pioneers are trying to dynamite the ice jam. —Reuter.

SHANGHAI ELECTRIC DEPARTMENT.

AMERICAN FIRM'S TENDER RECOMMENDED.

Shanghai, Mar. 22.

The Committee appointed to report on the offers for the purchase of the Municipal Electric Department has recommended the acceptance of the American and Foreign Power Company.

This Company, which is a subsidiary of the Electric Bond and Share Company, of New York, offered Tls. 81,000,000, "under the terms and conditions of the Memorandum of Franchise." —Reuter.

(Continued on Page 16.)

INDIAN PEASANT OUTRAGE.

BRITISH OFFICER MISSING FEARED KILLED.

MURDEROUS ATTACK.

Patna, Mar. 22.

As the result of an agrarian riot in the State of Bihar, two officials were shot dead, and six others were injured. The leader of the official party, a British officer named Captain Duff, is missing and it is feared he is dead.

According to meagre reports received, five hundred armed men attacked the body of officials under Captain Duff, who were inspecting land which was to be put up for auction.

The District Magistrate, on hearing of the trouble hastened to the scene with a body of police and quelled the disturbance, but failed to find Captain Duff.

It is feared from the evidence of the officials that he has been beaten to death by clubs. —Reuter.

Workers Clash With Police.

Bombay, Mar. 22.

There is considerable unrest among the labouring population owing to Wednesday's arrests.

The mill strike situation is improving, but the trouble is spreading to the railway workshops at Matunga, whence numerous workers went in procession through the streets and came into conflict with the police. Six of the workers were slightly injured.

Troops and police are patrolling the mills and railway workshops.

—Reuter.

Impressive Scene.

Rarely has such an impressive scene been witnessed in the Cathedral. In the dim light filtering through the stained-glass windows, the catafalque, embodying the vision of the remains of the dead Marshal lying in his coffin, stood out in strong relief, surrounded by a row of lighted candles before the altar.

Palestrina's Requiem, with its wealth of expression, was chosen for the service, being chanted by the officiating priests from the altar and taken up in the responses by the voices of other priests from the choir at the far end of the Cathedral.

The service was divided into three main parts, the High Requiem Mass, the address delivered by Fr. G. Byrne, S.J., and the blessing of the Catafalque. Chopin's Funeral March, played by Maestro Riganli on the grand organ, brought an impressive service to a close.

Amongst those present were M. Dufaure de la Prade, His Excellency the Governor (Sir Cecil Clementi K.C.M.G.), accompanied by Captain F. G. Sillito, A.D.C.; representatives of the Government and of the Consular Body, the Sisters of the various Religious Orders established in the Colony, as well as many members of the general public.

A most inspiring address was made by Fr. G. Byrne, S.J., during the service, in the course of which reference was made to the fact that the speaker was, in his early days, a fellow-student of Marshal Foch's brother.

The Address.

The Rev. Father Byrne based his address on the words: "But man, when he shall be dead and stripped and consumed, I pray you where is he?" —Job XIV, 10. He said:

Ferdinand Foch, Marshal of France, is dead. Within a few hours of his death, the world knew it. For an hour or two in Paris, the wheels of commerce will pause, the streets will be crowded; the crowds will have thoughts other than the thoughts of pleasure or of gain. The cities of Europe will have sent of their best to walk in funeral procession behind military bands, which play solemn music of muted drums.

It is full daylight, yet the vast throng of people are moving in twilight, the twilight of overshadowed hearts. "A tree hath hope; if it be cut, it growth green again . . . but man when he is dead, and stripped and consumed I pray you where is he?" Oh, friends, who have wept over your departed friend, strew, if you will, fresh flowers upon his grave, but you well know that fragrance of odour and beauty are colour, and delicacy of touch are for the living sense not for the soulless body in the tomb. The effects of death are irrevocable.

(Continued on Page 16.)

FOCH MEMORIAL SERVICE.

CATHOLIC CATHEDRAL REQUIEM MASS.

GLOWING TRIBUTE PAID BY FATHER BYRNE.

GOVERNOR PRESENT.

In memory of the late Ferdinand Foch, Marshal of France and Generalissimo of the Allied Armies in the Great War, a service arranged by the French representative in this Colony (Consul Dufaure de la Prade) was held at the Roman Catholic Cathedral at 10 o'clock this morning. It took the form of a High Pontifical Requiem Mass to which an international character was given by the participation of a large number of priests of different nationalities and the presence amongst the congregation of the Consular Body, Government officials and representatives of the various communities of the Colony.

Bishop Henry Valtorta, the Vicar-Apostolic of the Colony, officiated at the altar, and he had as his two assistants, Fr. Blotaru, a French cleric, and Fr. Naval, Head of the Spanish Dominican Mission in Hongkong. Included in the large assembly of other religious present were Fr. Parisotti, Chavlain to the Forces, and Fr. Kerec, a Jugoslav.

Troops and police are patrolling the mills and railway workshops.

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Impressive Scene.

A lady correspondent writes to complain that the Pudding Street traffic control persisted in winking at her.

Waiter: One moment, sir, and I will make out the bill. Did you have soup with mushrooms or with haricots?

Patron: I don't know, it tasted of soup.

Waiter: Oh, then it was haricot. The mushrooms tasted of petrol today.

From the balance sheet of the Peak Residents' Association — Many members do not respond to design a self-extending fire-escape for the Hongkong Government.

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KOWLOON BOWLS
CLUB.

INTERESTING DISCUSSION AT
ANNUAL MEETING.

APPEAL TO MEMBERS.

An appeal to older members to play with the younger members, both in lawn bowls and tennis activities, was made at the annual general meeting of the Kowloon Bowls Club, which was held at the club house yesterday evening under the chairmanship of Mr. B. Wylie.

The Chairman, proposing the adoption of the report and accounts, said: "Gentlemen, The Report and Balance Sheet having been in your hands for some time, I feel that it is unnecessary for me to go over the ground again, particularly in view of the fact that our year's activities were more or less reviewed by me on our "Closing Day," on 16th December. You will note that we have a loss of nearly \$300 on the year's working, and you will also have noted the causes to which your General Committee have attributed this loss. Speaking broadly, the outgoings during the past year have been mostly devoted to the improvement and renewal of our playing greens—a source of expenditure which was inevitable and which will bear its fruit in good season by giving to players the facilities for which this Club primarily exists. Although it does not come within the year under review, you will have noticed that your Committee has re-laid the near green, and thus we hope that by the end of the summer this Club will again have two first-class bowling greens.

Debentures Redeemed.

While on the matter of finance, I ought to assure members that before the Balance Sheet was prepared a careful scrutiny was given to all outstanding accounts, and that only those accounts which we considered as recoverable were included. Following the recommendations of last year's General Committee, we redeemed 61 Debentures during the year under review. We were able to do this by reason of having a credit balance in the Bank of approximately \$3,000, and the redemption of these Debentures has resulted in a net saving of something like \$180 by way of interest. Members will have noted that our Auditors draw attention to the fact that no provision has been made for depreciation of the Clubhouse, or reduction of the preliminary expenses, but I think members will hardly need any assurance from me that in view of the fact that this is a new Clubhouse, fully insured and with a long lease of life before it, the question of depreciation scarcely arises at this stage. It is obvious to anyone who has made a careful analysis of the Balance Sheet that when the Club has met the non-recurrent expenditure entailed by the renewal of greens, it will be in a good position not only to wipe off its remaining debentures but also to make annual provision for the depreciation of the Club premises.

During the year, suggestions have been made that we ought to secure more revenue for the Club by raising our entrance fees and subscriptions, and although this matter might well engage the attention of the incoming Committee, my personal view is that with the disappearance of our present extraordinary expenditure on greens this step will not be necessary.

The Late Mr. D. Harvey.

I do not propose to take up your time with a review of the bowls and tennis activities of the Club during the year, because this has already been done both in the Report and on "Closing Day." But, I have one duty—and a sad one—and that is to record the deaths of seven of our members since we last met in annual meeting. I refer to Messrs. J. W. Faulkner, T. H. Gosden, J. W. Matthews, D. G. Jones and W. G. Gerard, and since the Report was issued Capt. F. J. Connolly and Mr. David Harvey. We are still all shocked by the great loss which this Club has suffered by the death of Mr. Harvey. He was, as you all know, a very old member of this Club, and one who by reason of his devoted services was some years ago made a Life Member. Not only had he occupied the Presidential chair, but for the last quarter of a century had served almost without a break on the General Committee. Right up to the very end, all his spare time was given to the service of this Club. Nothing was too much trouble for him, and for the past two years both

(Continued on Page 3.)

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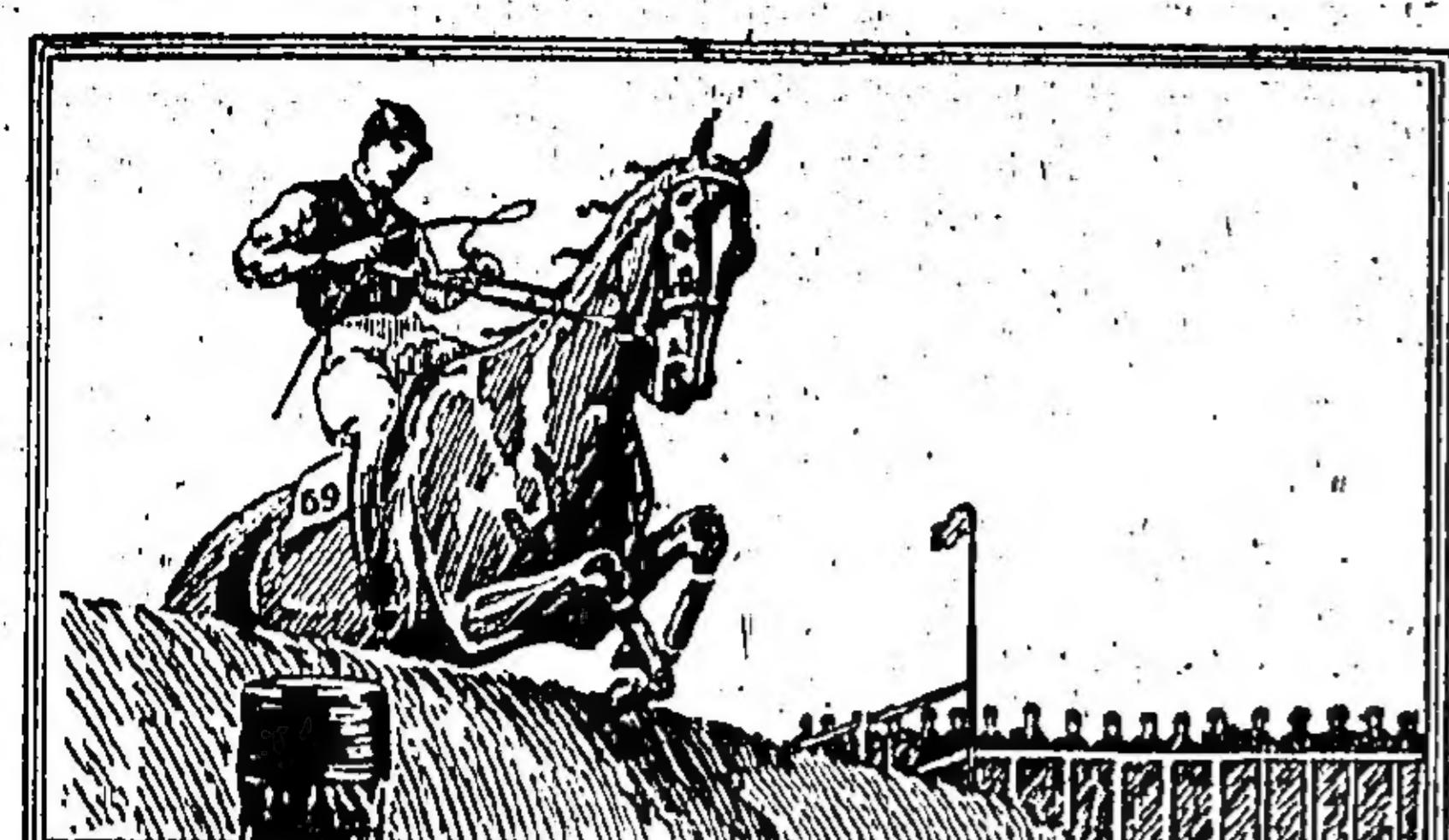


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KOWLOON BOWLS CLUB.

(Continued from Page 2.)

Mr and Mrs. Harvey looked after and arranged the series of evening whist drives which have proved so enjoyable and successful. It is common knowledge that we owe him a great debt of gratitude for the work he did on the Greens Committee, for he was a lover of flowers and proudly jealous of the beautiful appearance of this Club and its grounds. He was ever a tower of strength on the House Committee, and willingly undertook the supervision of everything which went to make for the comfort and convenience of members. It will be a long time, gentlemen, before we become accustomed to his absence. As this year's President I have gained an even closer realisation of his worth and am conscious of a sense of great personal loss. Gentlemen, I ask you to rise and in silence salute the memory of these departed members of our Club.

The members having paid silent tribute, the Chairman proceeded: Gentlemen, so far as I am concerned this has been an easy year for me as President, thanks to the constant loyalty and co-operation which I have received from the members of the General Committee, and more particularly to our Vice-President, Mr. Warren, whose help I have very much appreciated; to Mr. Lapley, our hard-working Hon. Secretary, whose long experience has proved invaluable; and to Mr. Thompson, our Hon. Treasurer, whose improved methods of accountancy have greatly facilitated the working of the financial side of the Club.

A Playing Centre.

Before I formally propose the adoption of the Report and Accounts, there is one little matter which I have been asked by your General Committee to bring to your notice. Last Monday evening, at a General Committee meeting, complaint was registered at the increasingly large number of amahs and children who make the Club grounds more or less a play centre. Boys have had to be stopped playing on the tennis courts and climbing trees, and the Greens Committee report damage to property and general untidiness. I have been asked to make an appeal to members to give instructions to amahs and boys to avoid abusing the privileges which have been extended in this direction.

I now beg to propose the adoption of the Report and Accounts, and shall be glad if someone will kindly second.

This was seconded by Mr. S. Eccleshall and was carried.

Honoraria of \$200 each were granted to the hon. secretary, the hon. treasurer, and the bar convener.

New Officers.

The chairman proposed that Mr. D. F. Warren be elected President for the ensuing year. In making the proposal, Mr. Wyllie spoke of the help he had received from Mr. Warren. He was a popular member of the Club and he (Mr. Wyllie) could assure them as a committee man that he was a very valuable man indeed.

This was seconded by Mr. A. W. E. Davidson and was carried with applause.

Mr. Hugh Nish was elected to the office of Vice-President.

In connexion with the appointment of Mr. E. W. L. Hogbin to the office of hon. secretary, Mr. R. Lapley said that Mr. Hogbin was a young member who took a very keen interest. Mr. Lapley said he was sure that if Mr. Hogbin tackled the job as well as he tackled lawn bowls he would make a huge success of it.

Mr. F. Rapley was elected hon. treasurer.

A Life Member.

The election of Mr. John Tully as a life member of the Club was proposed by Mr. C. Bond. In making the proposal, Mr. Bond said that although Mr. Tully was not known to some of the younger members, he had been a member of the Club for about 20 years. He was a pioneer of the Club and was one of the men who had helped to make the Club what it was at the present time.

Mr. W. Russell seconded, and the motion was carried.

An appeal to the older members to play more with the young members was made by Mr. R. Hall. Mr. Hall said that in recent months there had been an unwillingness among the older bowlers to play with the younger bowlers. There was no ruling on the matter and guidance could not be had from the committee. He appealed to the sportsmanship of players to join in more with the younger players.

Mr. Hall continued that Saturday after Saturday there were certain sections, whom he would not name, who occupied certain rinks. They could not expect to make any progress in bowls unless they could bring along the younger players, because it was young blood that they wanted.

Mr. J. Fraser supported Mr. Hall's remarks, as applying to tennis activities, and added that lady members should be encouraged to use the Club's courts.

After Mr. Wyllie had remarked that they could not prevent lady members from playing on other courts, Mr. C. Bond pointed out that a member had tried to carry out an American tournament but it could not be carried through because of the lack of enthusiasm on the part of the younger members. Mr. Bond added he believed that three tournaments had to be cancelled.

Mr. Fraser remarked that the lack of enthusiasm was because the good players would not play with the novices.

The matter was referred to the incoming committee.

Care of the Greens.

At this stage of the proceedings, Mr. Wyllie made an appeal in respect of the bowling greens. He pointed

ELECTRICAL PLANS.

EFFECTS OF THE NEW ACT IN ENGLAND.

London, Mar 22. The Minister of Transport, Colonel Ashley, in a speech in London yesterday, referred to the effects of the recent Electricity Act in stimulating the use of electricity and reducing its price.

He said there were now 493 public generating stations in the country, but the working of the Act would have the effect of reducing the number to 30 super-stations, inter-connected, and with standardised current. When the consumption reached 500 units per head, the average service would be not more than a penny per unit. He estimated that this consumption would be reached by 1940.

Consumers would pay 44½ million pounds sterling less annually than if the Act had not been passed.

Electrification in rural areas would bring great extension of the smaller rural industries, and would have an immense effect in bringing the people back to the land.

The Central Electricity Board, set up by the Electricity Act, have placed further contracts amounting to approximately one and a half millions sterling, for work in connexion with the South, East, Central, and Northwest of England schemes. —British Wireless.

CHINA COMMANDS.

HONGKONG REPORTED TO BE FUTURE HEADQUARTERS.

It is understood that the unification of the North China and the South China Commands of H. M. Land Forces in China will take place in the near future when Shanghai will cease to be the Head quarters of the North China Command and will in future be known as the Shanghai Area. The Command will be known as the China Command, with headquarters at Hongkong.

Major-General Sandilands is at present commanding the South China Command here and presumably will take over the supreme command when the amalgamation has been completed.

Brigadier O. C. Borrett will continue in his present office as Brigadier commanding the Shanghai Area.

MINE DISASTER.

BIG DEATH ROLL FOLLOWS AN EXPLOSION.

Parnassus, Penn, Mar. 22. Thirty-one were killed or are missing in the Valley Camp coal mine, where an explosion buried three hundred men.

The remainder were rescued. —Reuter's American Service.

out that one green had just been laid and for some considerable time players had been playing on the far green. It required little imagination on their part to realise that if that green was played on all the time it would very soon deteriorate. He asked for every reasonable care to be taken while playing on the far green, because they wished to conserve it as much as possible until the near green was ready.

The chairman continued that he would suggest to the in-coming committee they might do again as they did last year, use the top tennis court for practice. Last year they spent something like \$1,600 in laying the green and this year they would spend a like sum. If they played it to death it was like throwing money away. (Applause).

Mr. Hall then raised the subject of the fahwong and the care of the greens. He asked what wages the head gardener now received and what he was paid five years ago. Something, he said, appeared to be wrong but he was not prepared to say what. There was trouble somewhere but was it a question of wages? He had never seen anybody working on the greens. He added that he raised the point with the idea of getting to the root of the matter and putting it right.

The chairman replied that during his term of office, as far as the committee was concerned, there had never been any question of wages. He could not answer the wages question without notice as he did not know. What Mr. Hall had said, however, would receive the attention of the in-coming committee and he could not say more at the moment.

The following were elected to the general committee.—Mr. D. Gow, Mr. R. Hall, Mr. W. Russell, Mr. D. Keith, Major White, Mr. A. W. E. Davidson and Mr. G. E. F. Thompson. The following balloting committee was elected.—Capt. B. Branch, Mr. J. Gibson, Mr. P. T. Farrell, Mr. J. S. McIntosh, Mr. S. Gray and Mr. J. Smith.

Prize givers were as follows.—Mr. D. Gow, Mr. J. Gibson, Mr. G. Duncan, Mr. D. Keith, Mr. R. Hall, Mr. G. E. F. Thompson, Mr. W. Macfarlane, Mr. W. Russell, Mr. A. M. Holland, Mr. B. Wyllie, Mr. S. Gray, Capt. B. Branch, Mr. D. Muir, Messrs. Gandy and Co., Ltd., Messrs. Gandy and Co., Ltd., and Messrs. A. B. Watson and Co., Ltd.

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"A LITTLE BIT OF FLUFF"

THE HILARIOUS Tale of a
henpecked husband who
goes on the rampage amidst
London's gayest night life!

Funnier than
"Charley's Aunt"

ALSO
THE SAMOAN DANCERS
IN A NEW PROGRAMME.
FAREWELL PERFORMANCES.

AT THE
QUEEN'S TUESDAY NEXT
FOR ONE DAY ONLY

PICTURES AND PRINTS.

SIGNED AND UNSIGNED ETCHINGS
PHOTOGRAVURES
AUTOTYPES
WATER COLOUR DRAWINGS

Reproduction of well-known masterpiece by the

MEDICI ART SOCIETY.

Oil Paintings Restored and Reframed.

Etching and Prints sent on
Approval Free of Charge.

ARTS & CRAFTS

PRINT SELLERS

SHANGHAI.

MASSAGE HALL

MRS. S. UZUNOGLU

Expert Massagist

37, Queen's Road C, 2nd floor.

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MASSAGE

6, Wyndham Street, 1st floor.

Hongkong.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St.
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Profitable Investment.
Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advert. in
The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
486

POSITION WANTED.

GOOD Wash Amah and Cook Boy available from April 1st. Recommended. Apply Barker, Tel. No. Peak 122.

SITUATIONS WANTED.

COUPLE of private chair coolies available from April 4th. Highly recommended. Apply C. G. Alabaster, 514 Peak.

WANTED.

WANTED.—An English Lady to teach English to a Chinese Gentleman, must speak Cantonese fluently. Write Box No. 495, care of "Hongkong Telegraph."

FOUND.

FOUND.—70 or 80 pieces of band music on Stubbs Road on Sunday, the 17th inst. Apply Y. H. Wong, Lingnan Branch School, Stubbs Road, Tel. C.4244.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanning (in Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

PREMISES TO LET.

TO LET.—A Spacious and Well-Lighted Godown, 151, Praya East. Apply—Gande, Price & Co., Ltd.

TO LET.—One Large Office ROOM, at Kayamally Building. Apply to Kayamally & Co. 20, Queen's Road, Central.

TO LET.—Three roomed furnished FLAT modern conveniences Kowloon. Flat Building for six months \$115. monthly. Telephone C.1427 or K.247.

TO LET.—No. 3 King's Park Buildings, Austin Road, Kowloon, 4 roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsey; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

EDINBURGH Close to Brunsfield Links, in residential part of town, **LEAMINGTON PRIVATE HOTEL** Leamington Terrace Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Danster. Cables "Liaksoi."

New Advertisements

CHURCH NOTICES.

Local Services for To-morrow.

NOTICE is hereby given that the Transfer Books of the above Company are closed from 18th to 28th March, 1929, both days inclusive.

LOWE, BINGHAM AND MATTHEWS, Colonial Register, Hongkong, 22nd March, 1929.

A. S. WATSON, & CO., LIMITED.

NOTICE is hereby given that the Forty-fourth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Thursday, the 28th March, 1929, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1928.

The Register of Shares of the Company will be closed from Saturday, the 23rd day of March to Thursday, the 28th day of March, 1929, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, General Manager, Hongkong, 18th March, 1929.

THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Sixtieth Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Tuesday, the 26th March, 1929, at 11 a.m. for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1928.

The share Register and Transfer Books will be closed from the 12th to the 26th March, 1929, both days inclusive.

JARDINE MATHESON & CO., LTD. General Managers, The Hongkong Fire Insurance Co., Ltd. Hongkong, 5th March, 1929.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2, Queen's Building, Hongkong, on WEDNESDAY, 27th March, 1929, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1928.

The Share Register and Transfer Books will be closed from the 19th to the 27th March, 1929, both days inclusive. By Order of the

Board of Directors,

R. M. DYER, Chief Manager, Hongkong, 18th March, 1929.

KWONG HANG & CO.

TEL. C.2786.

43, Des Voeux Road Central, Government and Admiralty Coal

HOUSE COAL.

Peak at \$23.00 per ton.

Upper Level \$22.00 " "

Middle Level \$21.00 " "

Central Office ... \$20.00 " "

Kowloon \$17.00 " "

The above prices include delivery charges to destination.

"PEAK MANSIONS."

SITUATED within Two Minutes'

Walk from the Tram Station and

overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying

Rooms and Out-houses, Two 1/2" Apply to—

CREDIT FONCIERE D'EXTREME-ORIENT.

FOR SALE.

An Attractive European Residence at Taipo.

Situated south of Railway between Taipo and Taipo Market Stations, containing 8 Reception Rooms and 4 Bedrooms, 2 Bathrooms, English baths fitted with hot and cold water, Flush Water-closet. Fitted for Electric light, Hard wood floors, Lawn &c.

For further particulars, apply District Officer, North, Taipo, or Superintendent of Crown Lands, P.W.D.

THE STAR

The KING of KINGS

THURSDAY & FRIDAY

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 25th March, 1929, commencing at 11 a.m. at No. 2, Minden Avenue, 1st floor, Kowloon.

A Quantity of Valuable Household Furniture. (Particulars from Catalogue).

On View from Sunday, the 24th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instruction from N. V. A. Croucher Esq. to sell by Public Auction

on MONDAY,

the 25th March, 1929, at 3 o'clock p.m. at their Sales Room, Duddell Street.

One Armstrong Sideley Car, 18/30 H.P., 6 Cylinders, 5 Seater, 3 Gears, Self-Starter.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 26th March, 1929, commencing at 11 a.m. at No. 15, Knutsford Terrace, Kowloon.

A Quantity of Valuable Household Furniture. (Catalogues will be issued. On View from Monday, the 25th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from The Official Receiver, Supreme Court, to sell by Public Auction

on TUESDAY,

the 26th March, 1929, at 3 o'clock p.m. at North Point Marine Lot No. 396.

One Ingersoll-Rand 7" x 6", Type 20, Portable Air Compressor; Gasoline engine driver, mounted on wooden skids complete. Horse-Power 26, Air Pressure 100 lbs. per square inch gauge. Capacity 100 c. ft. per minute (for operating pneumatic rock drills, revetting hammers, etc., etc.

For further particulars and inspection orders, apply to the undersigned.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 27th March, 1929, commencing at 11 a.m. at No. 1, Saffoo Terrace, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars as per Catalogue). On View from Tuesday, the 26th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

On View from Wednesday, the 27th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 27th March, 1929, commencing at 2.30 p.m. at No. 18, Conduit Road, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars as per Catalogue).

On View from Tuesday, the 26th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 28th March, 1929, commencing at 11 a.m. at No. 6, Granville Road, Second Floor Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On View from Wednesday, the 27th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

HONG KONG CRICKET CLUB

TENNIS TOURNAMENT.

Subject to weather and ground conditions, the following dates have been fixed:

CHAMPIONSHIP DOUBLES

Semi-final

(Lower Half)

Thursday, 28th March.

CHAMPIONSHIP DOUBLES

Semi-final

(Upper Half)

Tuesday, 2nd April.

CHAMPIONSHIP SINGLES

Semi-final

(Lower Half)

Tuesday, 9th April.

CHAMPIONSHIP SINGLES

Final

Monday, 15th April.

PUBLIC AUCTION.

Members and Subscribers may now book seats at the Pavilion to witness Semi-Final and Final

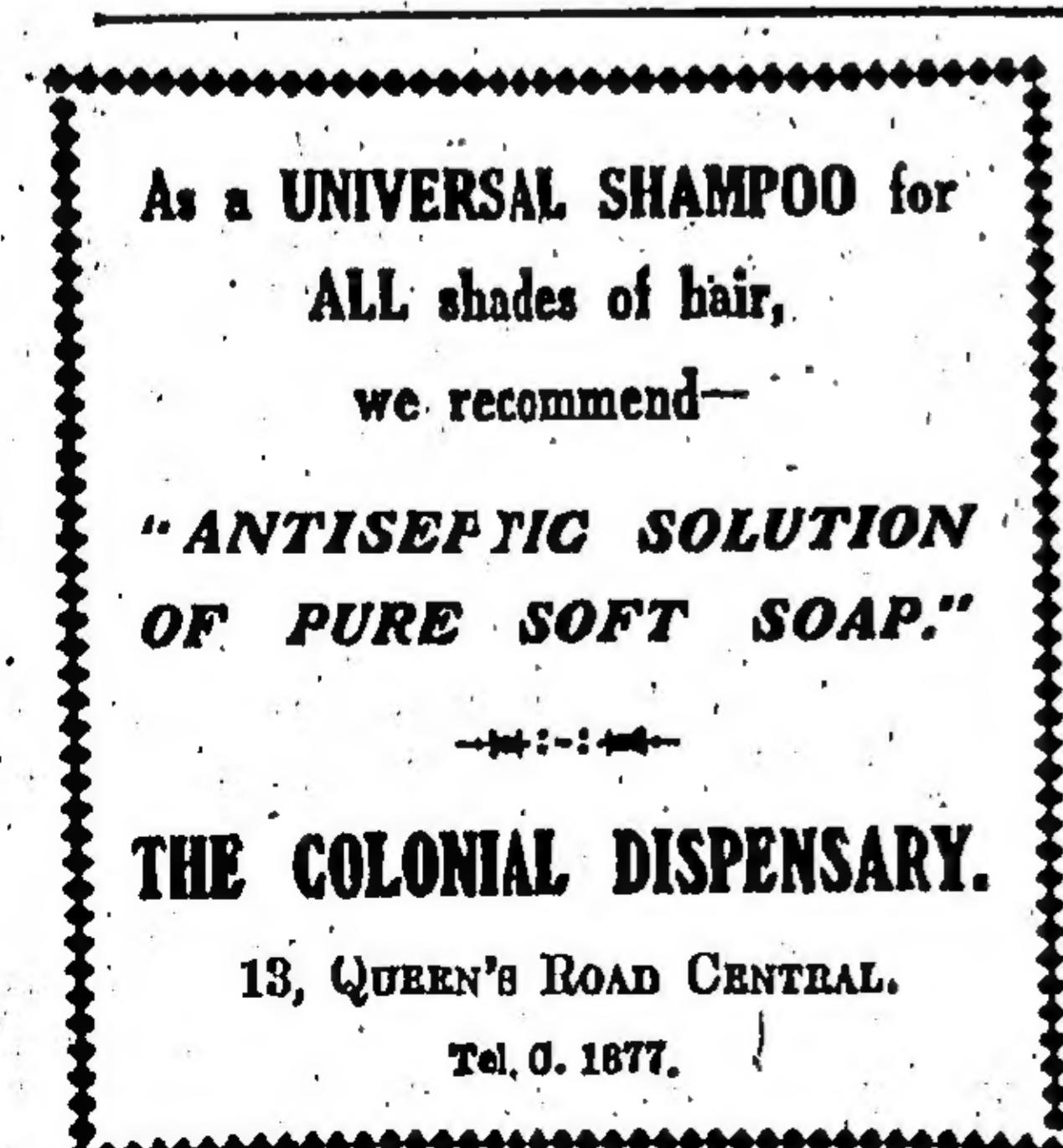
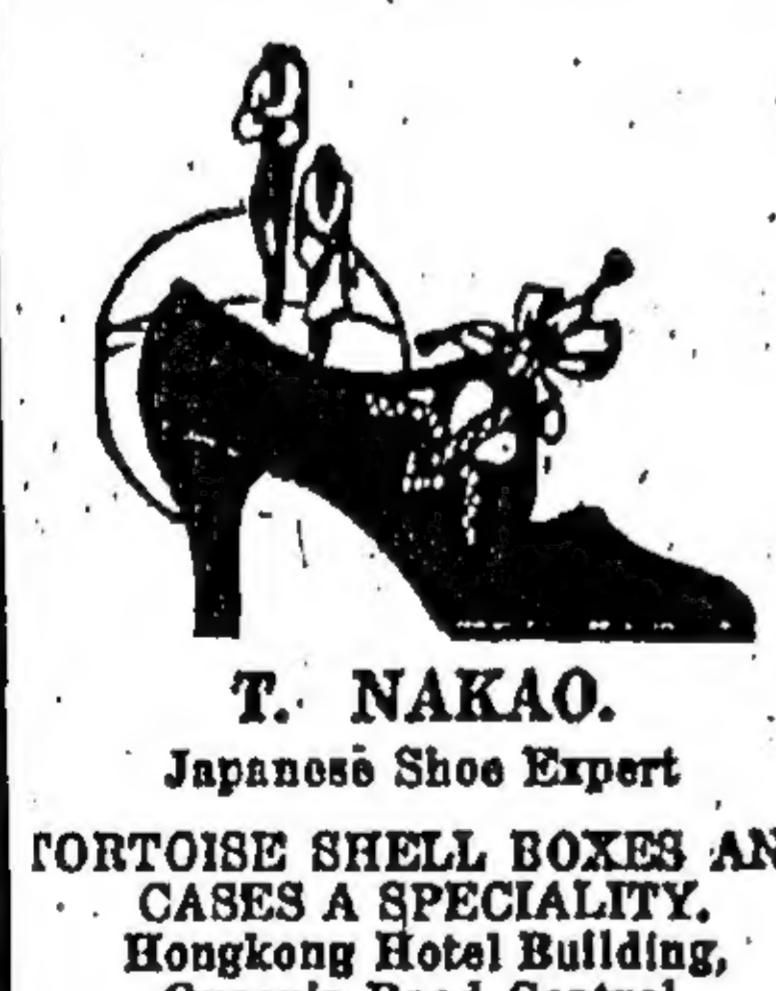


HONG KONG BENEVOLENT SOCIETY.

(Founded 1880)

A concert of Light Music will be held in the hall of the Helena May Institute at 5.30 p.m. on April 16th, 1929.

TICKETS \$2.00 each may be had from Members of Committee—at Messrs. Anderson's, Ice House Street and at the Helena May Institute.



THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD CENTRAL.
Tel. G. 1877.

WOMAN'S WORLD FOR OUR LADY READERS.

Fashion Notes.

DRESS OR SPORTS FROCKS.

It is extraordinary how the materials which have hitherto been kept exclusively for evening wear, are now making their appearance in morning and afternoon and even sports frocks. Even gold tissue and satin are utilised, while there are some very fascinating fabrics of jersey which contain interwoven gold or silver threads.

In some of the latest sports fabrics, this idea has been very successfully developed, and one suit seen and prepared for a lady who is about to start for Cannes, is so brilliant that it seems to flash back the sunlight.

Indeed, many of the new frocks are, of this material, while there are others of plain jersey encrusted with silk, which have a particularly good line.

A pretty note is introduced in crepe-de-chine jumpers—those which button in front—by cutting the material into points, before the buttonholes, and using gold-rimmed buttons which match the colour of the dress.

Practical Golf Suits.

Many of the sports suits that are being shown have a graduated horizontal stripe on the jumper, the skirt being quite plain, except for a group of tucks, usually placed in front to provide the necessary fullness.

The necklines are pretty, sometimes being boat-shaped, and finished with a button or buckle, a note which may be repeated at the waistline. Crepe-de-chine encrusted on jersey is sometimes seen on these frocks, or one jersey on the other.

A practical idea appears on the golf suits, which have short knickers attached to the skirt, and are topped with a long coat.



Diagonal bands and edgings of dark brown cloth form a striking adornment for a coat in lawn suiting. The coat is cut on wrap-over lines, fastened at the waist with a narrow belt, and finished at the neck with the new revero-collar.

Some Useful Hints.

FOR THE WOMAN WHO WEARS GLASSES.

I am condemned to spectacles permanently, and I find that my clothes need some adjustment.

Personally I like to have glasses with horn rims (not necessarily the heaviest) and do the thing thoroughly.

It is a serious matter to add two emphatic circles to our features, and it means that we must avoid other circles and other emphasis. No more severe garments, madam, unless you wish to look like a stage governess. At the same time, beware of fussy clothes.

Study Your Jewellery.

Go in for pointed neck-openings on your frocks, and soften their outlines as much as possible. Let your necklace be a long one, or if you must wear a choker let it be light in accent and colour.

Let your hair frame your face as tenderly as may be. Pull it well forward at the sides, if that suits your contours, and shun a bald forehead as you would the plague.

For out-of-doors, soft full furs will be more becoming than smooth varieties, and a scarf loosely arranged will help you to ban severity.

Overcoming the Hat Problem.

Hats are a difficulty. They must be light in weight and not too close-fitting, or they will press your spectacles on to the sensitive nerves behind the ears. On the other hand they must not be so small as to suggest another circle.

Fashion is at present a lenient mistress,

especially in regard to millinery. Some brim in front will be helpful, and you will probably find an irregular shape becoming. Hard ribbons and petersham must go, to be replaced by velvet or any-

Settling Down.

WOMEN KEEP YOUTHFUL APPEARANCE.

Women have, it is generally agreed, in the last score of years achieved quite a remarkable triumph over age, or, to be more accurate, over the disabilities generally brought about by age.

They keep their youthful appearance much longer than their grandmothers did; they dance and play games and shingle their heads at an age when even their mothers were wearing bonnets and settling down to fireside enjoyments for life.

But are they really very much happier for the change?

Up to a certain point the extension of the period of so-called youth is undoubtedly good.

As long as a woman really enjoys the activities which used to be more especially practised by younger women, it is well that she should be free to follow them.

But in the craze for rushing about and "keeping in the swim" not being overdone?

Many a woman must ask herself, when she scans her packed engagement list, whether she is getting as much real happiness out of all this activity as she would get if she were to give in to what is now considered the disgraceful temptation to "settle down,

and live the life that her mother and her grandmother lived at her age.

Would she lose much if she did yield? It may yet be shown that there would be more to be gained than lost by such a giving-in.

thing else that gives softness. Thus far my meditations on circles and severity had led me, when I met an old friend.

"I should hardly have known you," she said, "but I think your glasses are just it!"—S. In Exchange.

FRECKLES AND HIS FRIENDS.

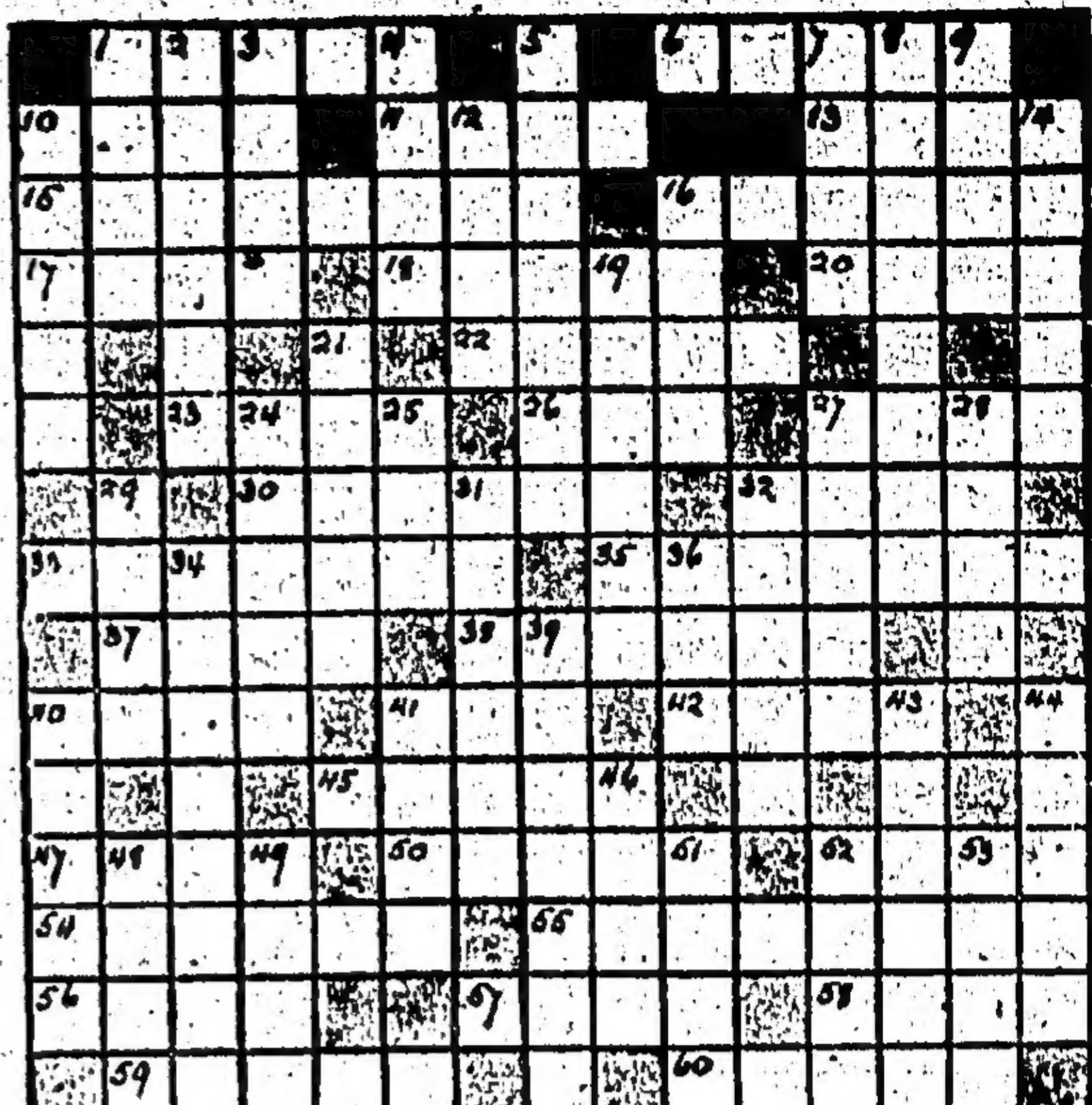


FRECKLES SPOILS IT



By Blosser

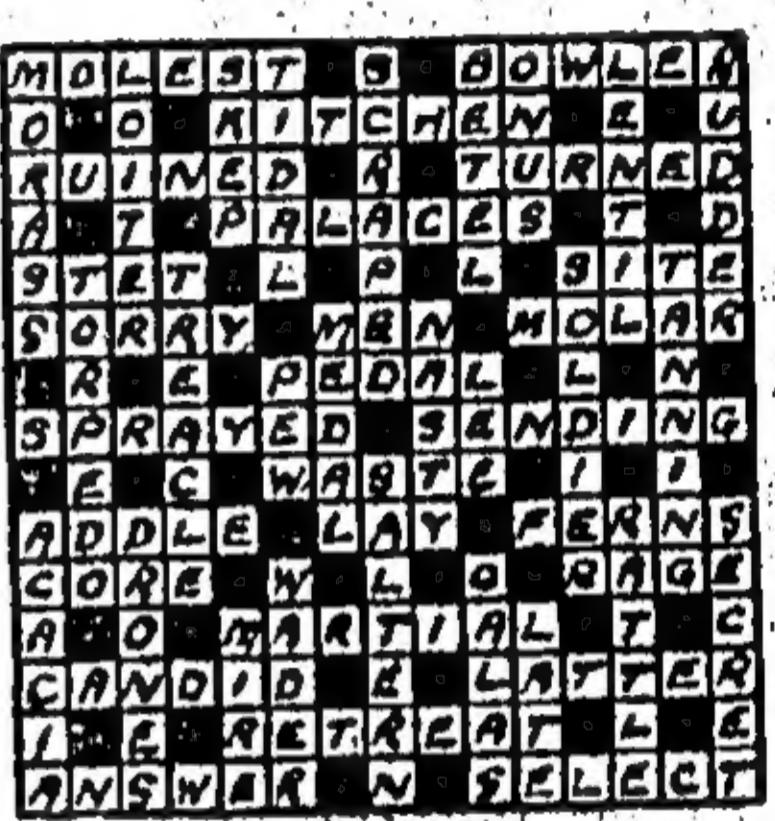
OUR NEW BRITISH CROSSWORDS.



Across.

- III tempered woman.
- Enfolds.
- Foot covering.
- For propelling boat.
- Irritate.
- Keep from decay.
- Hostler.
- Publish.
- One who dives.
- Culinary Requisito.
- Unclean.
- Meat.
- Call for aid.
- Step.
- Stopped.
- Food.
- Deliver orders.
- Plead with.
- Performer.
- Merit.
- Travol.
- Cured meat.
- Play.
- Part of flower.
- Notion.
- Cotton gauze.
- Situation.
- Joined.
- Absolute Sovereign.
- Sagacious.
- Attar.
- Dries.
- Re-fix.
- Gasps.

Yesterday's Solution



Down.

- Having shoes.
- Sweet.
- Repose.
- Part of speech.
- Foresee.
- Opposed to sciences.
- Remuneration of pilot.
- Sledge.

THE FRENCH AIR MINISTRY.

STRANGE STRUGGLE GOING ON.

A correspondent writes us from Paris as follows:

In the spring of 1928 it was the military men of high rank who ardently advocated the creation of a special Air Ministry. General Fonville and General Girod in particular took the matter up with great zeal because they were of opinion that this alone would guarantee a satisfactory development of French aviation. They argued that so long as the Ministries of War, the Colonies, Commerce and Posts were concerned with the question of aviation, much of the work would be done twice over at double expense and the interests of public defence would also suffer. Consequently, it was considered essential that the control over commercial aviation and the expenditure for the army and navy should be placed in one person's hands.

These arguments undoubtedly contributed to the establishment of the French Air Ministry towards the close of the past summer. But it so happens that just the very chiefs of the army and navy i.e. the Minister of War and the Minister of Marine, recently

demanded a restriction of the powers of the Minister of Aviation, M. Laurent-Eynac. In the struggle which followed between this new Minister on the one side and the War Minister, M. Painlevé, and the Minister of Marine, M. Leygues, on the other side, M. Laurent-Eynac carried the day. The Council of Ministers decided that the army and navy have to present their requirements to the Ministry of Aviation and that the whole flying staff, including the flying troops of the army and navy, are subject to that ministry.

Important Move.

The powers thus assigned to the Air Minister are destined to increase from year to year inasmuch as France devotes considerable sums to the development of her air service, especially wherever military questions are involved. The air service estimates for 1928 showed a marked increase; while, in 1929, those for naval planes alone will show a further rise of 119 million francs. This means more than 10 per cent. of the total expenditure for defense purposes; and it constitutes 60 per cent. increase of the amount hitherto spent on the naval air forces.

It is clear that this new Air Ministry is becoming one of the most important and heavily financed Government departments in France.

By Blosser



WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices. Unequalled by any similar product throughout the world.

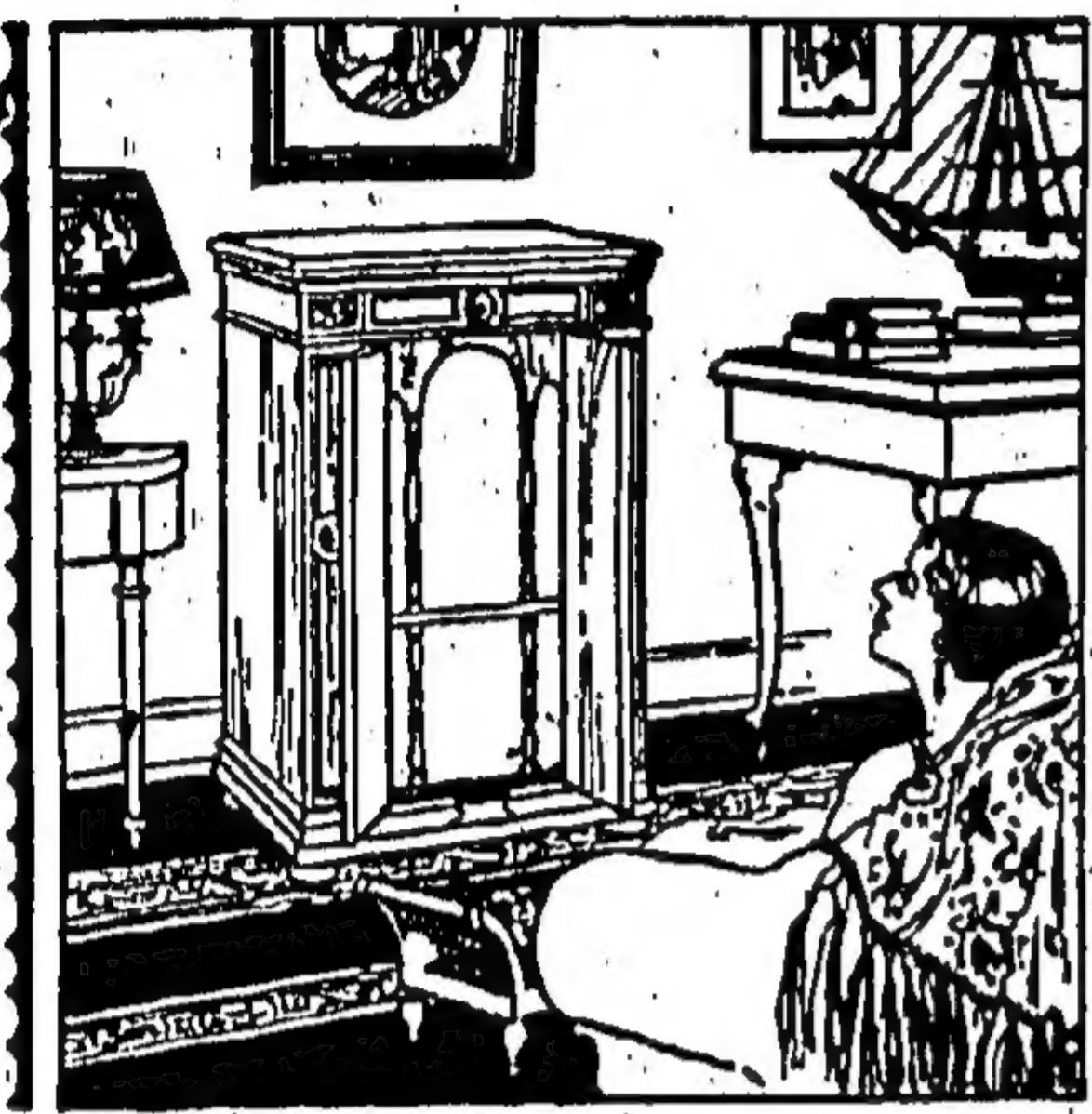
FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Established 1841.



A world of entertainment on instant tap

CHOOSE your own program — have as many encores as you wish. The Orthophonic Victrola will give you all the world's greatest and latest music, whenever you want it! There is a model and a price for every need. Come in — soon — and choose yours!

S. MOUTRIE & CO., LTD.
(VICTOR DISTRIBUTORS.) CHATER ROAD.

The New
Orthophonic

Victrola

Style, Shape and Quality.



"Lincoln Bennett" Hats
add the finishing touch to the
appearance of the well-dressed
man about town.

Every man who wears a "Lincoln Bennett" hat has the satisfaction of knowing that his hat is correct in style, line and shade. He knows also that he could not obtain better value in material and workmanship.

Soft Felt Hats:
\$15.50 to \$27.50

Silk Hats:
\$27.50

Caps. \$3.50 to \$7.50

A CHEAPER LINE OF FELTS AT \$12.50

Lincoln Bennett
BY APPOINTMENT TO
H.M. THE KING

Lane, Crawford, Ltd.
Mens Wear Department.

Tel. C 4567.

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS INSTALLED IN LOCAL BUILDINGS IS PROOF OF THEIR SUPERLATIVE MERIT.

THE MAJORITY OF LIFTS YOU USE ARE WAYGOOD-OTIS

ERECTED & MAINTAINED
BY
DODWELL & CO., LTD.
SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

The Hongkong Telegraph.

SATURDAY MARCH 23 1929.

THE ELECTION.

Now that the date of the General Election has been definitely fixed, we may expect to be regaled during the next few weeks with plenty of political pabulum. Mr. Baldwin, in his latest utterance, asserts that he is confident of the result, but there is something lacking in confidence when, in another speech earlier in the day, he spoke of the possibility of one of the other Parties coming into power. During the week, there have been five bye-elections, the results of which are distinctly interesting. Two were retained by the Conservatives on a minority vote, two were lost to the Liberals and Labour gained the other. In the five contests, the Conservative vote declined by over 25,000, and the Liberals gained some 9,000 votes, whilst Labour, increased their following by about 5,000 votes.

In spite of recent portents, the Conservatives have been suggesting that they represent a majority of the nation. What does Mr. J. L. Garvin, of the *Observer*, say to that? To use his own words, he says "the suggestion is the crudest fudge, and everyone either knows this definitely or feels it." The plain dominant truth which emerges from the bye-election of the past twelve months, he asserts, is that the Socialists are becoming, and, perhaps already have become, the strongest single party in the nation. Both the other parties, he says, are retrograding by comparison. From the same source, there is trenchant criticism of the Conservative tactics, especially in dwelling almost exclusively upon the past, whether by reciting the Government's achievements or the delinquencies of the Opposition. Britain, says Mr. Garvin, is concerned about the future, and nothing else, and when Mr. Churchill and his colleagues talk about the ancient history of the General Strike, they waste their breath on the advice of platitudinous wire-pullers. The Labourites, says this commentator, have shrewdly managed their affairs in the past two years, having learned a great deal since the General Strike. So far from Conservatism having profited from that episode, it has, says Mr. Garvin, forgotten some things that it seemed to know before.

(2) Regulations 20, 21 and 22 shall not apply in the case of any vessel in respect of which a monthly clearance as aforesaid shall be subsisting as regards the lawful employment of such vessel as a ferry.

These are strong words from the editor of one of the best-known Conservative journals, but, after making due allowance for any tendency

to over-state the facts, there can be little reason to dismiss the conclusions as absurd. The struggle between the three parties in the coming election will be a keen one, and although it would be hard to forecast the likely result, there are indications that the Conservatives will find their strength much diminished, with Labour having a bigger following than ever before. We may regret the possibilities, but there is nothing to be gained by ignoring the trend of recent political developments.

China's Political Crisis.

A signal stop has been taken by Marshal Chiang Kai-shek, presumably in his capacity as President of the State Council, in the issue of an ultimatum against the Human affair. It calls for the punishment of the Human Generals responsible for the ousting of Lu Tsi-ping, and the subsequent encroachment of the Human forces beyond their territorial bounds, and the acceptance of General Ho Chien as chairman of the Human Provincial Council.

In all the circumstances, the declaration is noteworthy chiefly for its clear recitation of the facts leading up to the present imbroglio, and for the fairly restrained language used. Marshal Chiang gives as his opinion that the dignity and prestige of the Central Government would be threatened by a meek acceptance of the situation in Human as it stands, and he also shows clearly that it is so much nonsense to look upon the Changsha coup as a purely local incident. It is indeed becoming increasingly obvious that the issue is one between the "provincial autonomists" and those who demand central control of the entire country. It is equally certain that, insofar as the dictums of the Kuomintang Party and the Nationalist Government are concerned, Marshal Chiang Kai-shek's attitude towards the situation is the correct one. What is not so certain is that the provincial leaders have ever accepted those dictums in the spirit, and further, that the Nanking leaders can be justified in resorting to armed force in persuading their acceptance. Marshal Chiang is inevitably right in stating that the people of China are heartily tired of internal strife, and that bitter feeling will develop in the event of armed conflict between opposition leaders of the Kuomintang. In view of these facts it is more than ever incumbent upon Nanking to explore every avenue towards a peaceful settlement before considering war, or issuing threats. The difficulties are admittedly almost overwhelming, but we feel sure that the trouble can yet be overcome, by conciliation, and by placing less stress on the dignity of the Central Government. Marshal Chiang incidentally has placed himself in an awkward position by his detention or close surveillance (whatever it may be) of Marshal Li Chai-sum, whose political influence is far greater than is commonly supposed. There is almost certainly to be a reaction which will not favour the Nationalist President. The impression will be created that no leader who does not see eye to eye with the Government in all respects has any assurance of the safety of his person, even if he presents himself at the capital for the purpose of negotiating towards an amicable solution. Marshal Chiang would be well-advised to take steps to retrieve this error.

FERRY LAUNCH CLEARANCES.

NEW REGULATION NOW IN FORCE.

It is notified in the *Gazette* that Table E in the Schedule to the Merchant Shipping Ordinance, 1899, has been further amended by the insertion after Regulation 23 of the following regulation:

23A. (1) In the case of any vessel which is employed for the purpose of a ferry as defined in the Ferries Ordinance, 1917, the Harbour Master may, at his discretion upon payment of a fee of \$30 grant to the master of a vessel so employed a monthly clearance subject to the following provisions: (a) every monthly clearance shall be deemed to contain condition—breach of which shall render the monthly clearance liable to immediate cancellation—that particulars of all trips and of all passengers and cargo by the vessel during the week then last past shall be rendered weekly to the Harbour Master; and (b) a deposit of \$100—which may be forfeited in case of breach of the foregoing condition—shall be made with the Harbour Master before the issue of such monthly clearances for each vessel.

(2) Regulations 20, 21 and 22 shall not apply in the case of any vessel in respect of which a monthly clearance as aforesaid shall be subsisting as regards the lawful employment of such vessel as a ferry.

These are strong words from the editor of one of the best-known Conservative journals, but, after making due allowance for any tendency

DAY BY DAY.

THE PUBLIC IS NEVER SO HAPPY AS
WHEN IT IS BEING SENTIMENTAL.—
R. S. HICKENS.

Paymr. Commr. A. C. Colles has been appointed to H.M.S. Bee.

The Government invites tenders for the construction of two reversible "A" class mooring buoys.

Captain H. F. Bloxham is to act as Superintendent of Prisons during the absence on leave of Mr. J. W. Franks.

Tenders are being invited for the widening of forestry tracks etc. between Wanchai Gap and Mount Parker Road.

Mr. J. S. MacLaren is appointed Assistant District Officer, in the Northern and Southern Districts of the New Territories.

Mr. A. Morley, of the *Hongkong Telegraph*, was amongst the passengers who left on Home leave by the *s.s. Hakkozaki Maru* to-day.

Commander (E) T. E. Docksey has been appointed to H.M.S. *Tamar* and Commander (E) J. B. Sidgwick to H.M.S. *Berwick*.

Lieut. (E) P. C. Dovell has been appointed to H.M.S. *Petersfield*, and Surgeon Commr. R. K. Shaw, M.B., M.C., to H.M.S. *Berwick*.

His Excellency the Governor has appointed Mr. W. R. Scott, Assistant Superintendent of Police, to be one of his Honorary Aides-de-Camp.

Mr. Walter Kent, Assistant Superintendent of Police, is to be Adjutant of the Police Reserve, during the absence on leave of Mr. D. L. King.

His Excellency the Governor has been pleased to appoint Mr. C. L. C. Sandes to be a Member of the Board of Education during the absence from the Colony of Mr. H. B. L. Dowbiggin.

Tenders are being invited for the preparation of site and the construction of an extension of six additional pens to the Sai Wan Ho pig Laihang together with any other contingent work.

The King's Exequatur empowering Commr. Alfredo Bafatrecci to act as Consul-General for Italy at Hongkong has received the signatures of the Counsellors of State on behalf of His Majesty the King.

His Excellency the Governor has appointed Captain E. B. Deakin, D.S.O., M.C., Army Educational Corps, to be a Member of the Board of Education for a period of two years, vice Captain James Charnock, Army Educational Corps.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter Vacation, except on public and general holidays, when the offices will be entirely closed. The Easter Vacation begins on the 29th March, and terminates on the 4th April (both days inclusive).

Among the passengers sailing for home on the *President Jefferson* on Tuesday are Mr. and Mrs. D. Timmins and their daughter. After some ten years in the Far East, Mr. Timmins is taking up a position on the management of his firm, Messrs. E. S. and A. Robinson, Ltd., Bristol. Mr. H. Hutchens, who succeeds Mr. Timmins in the *Euast*, is now staying at the Peninsula Hotel.

It is notified that the stipulations of the Anglo-Spanish Treaty of Commerce and Navigation of the 31st of October, 1922, as revised by the Convention of the 5th of April, 1927, have been made applicable to the Colony of Hongkong from the 1st of December, 1928. A copy of the Treaty and the Convention may be seen on application at the Colonial Secretary's Office.

EXCHANGE RATES.

London Mar. 22	124.27%
Paris	54.06
Brussels	12.12
Berlin	20.45%
Copenhagen	18.23
Vienna	34.52
Helsingfors	19.8
Lisbon	1034
Bucharest	810
Buenos Aires	47.5/10
Shanghai	10.81/32
New York	4.85%
Geneva	12.23
Milan	32.70%
Stockholm	18.17
Oslo	19.20
Prague	184
Madrid	32.02%
Athens	875
Rio	5.27/32
Bombay	1/5.81/32
Hongkong	1/11%
Silver (spot)	234
Silver (forward)	234
	British Wireless

LITERARY COMPOSITION.

The Art of Getting Under Way.

About the general theory of literary composition I have read, perhaps, rather more than enough.

There are certain processes in every art that do not grow easier but, on the contrary, grow steadily harder as the years pass and the artist masters the elements of his technique; and in the art of literary composition I take this matter of beginnings to be one of these.

Although I no longer find it necessary to assist my pen by clutching my tongue between my teeth, the difficulty of getting "under way" in writing anything is at least as great today as it was when I faltered between "and" and "if". The other parts of an essay give me nothing but pleasure; I am not so bad at middles; and even at endings—although I always write them reluctantly and postpone them as long as possible—I have some skill.

For these reasons I have often thought that I should like to enter into partnership with someone, who can do openings, arranging with him that he should write the first hundred words of every letter essay, drama, novel, or epic, and that I should go on from there. I am rather good at going on. What I should like is to find someone who is good at getting under way.

I am confident that time must be such people, and indeed a good many of them—people who love to begin things and hate to finish them. Samuel Taylor Coleridge was such a person, as even a cursory examination of his writings will show, and so was Thomas Lovell Beddoes and Maurice de Guérin. A friend of mine once showed me a whole notebook full of poems that read like this:

"The Unicorn strode down the hill.

His glorious eyes aglow."

A splendid opening that, as anyone can see, but standing in need of someone with a talent for going on, like mine. My friend has thousands of such initial fragments as that, and I fancy there must be thousands of persons such as he.

If I could only make satisfactory arrangements with one of these, I should soon forget what is meant by the phrase "literary tool". Writing in itself I rather enjoy, but beginning to write is another thing—that sudden transition which seems more and more impossible the longer one thinks of it. Writing in itself is almost as easy and natural as swimming, but beginning to write is like diving off the springboard into waters of autumnal chill.

While waiting for this collaborator to turn up I shall have, as in the past, nothing but theory to guide me in this important matter. The crude young gentlemen to whom I have already referred inform me that the essay, for example, has only four recognized and reputable openings, and they describe the several advantages and disadvantages of these like experts dilating upon the gambit in chess.

There is first of all, they say, the apothegmatic opening, which consists of a single striking, strong, and memorable sentence, such as "No one can drive a car well who has not learned to play the piano." Next there is the experimental opening, as for example: "I have observed that cats with green eyes invariably run away." Then, thirdly, you may begin with narrative: "As I was taking my walk the other day I met a man in a brown overcoat who took me by the arm and—" Finally, there is the method of opening by means of a quotation.

But these are all, positively all the possible ways of beginning an essay, according to the testimony of these highly authoritative young men. The paucity of the methods of opening with which they are acquainted may be one explanation (Continued on Page 9.)

51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM by W. W. Wentworth

should Declarer plan to play to insure game?

The Error: Declarer leads 2 of spades and ruffs it in the Dummy. Then King of clubs is led.

The Correct Method: Declarer endeavours to establish his club suit by playing 2 of clubs and finessing Queen of clubs. Assuming this trick is won by East, the finesse failing. No matter what suit East may play, Declarer eventually wins the lead and plays 2 of clubs to King of clubs. The third club is ruffed by Declarer so that the clubs are established. Trumps are then drawn and game is assured.

The Bidding: South bids one heart. West bids one spade. North bids two hearts and all pass.

Deciding the Play: West leads King of spades and Declarer takes trick with Ace of spades. How



Two Kinds with But
A Single Thought—
"THE TWO BEST!"

Demonstrations Gladly Given.

THE HONGKONG HOTEL
GARAGE.



Hongkong Telegraph.

Pictorial Supplement

March 23rd, 1929.



The athletic team of Headquarter Wing of the 2nd Battalion King's Own Scottish Borderers, winners of the Athletic Challenge Shield this year. (Photo: Mee Cheung).



Gunner Katar Singh, of the H.K.S.R.G.A., winning the Marathon Race on Saturday afternoon. (Photo: Mee Cheung).



The first four placed men in the St. Peter's Club marathon race on Saturday last. Left to right: Gunner Katar Singh, Pte. Baulch, Pte. Woollard, Gunner Daswanda Singh. (Photo: Mee Cheung).



Ng Sze-kwong and Ho Ka-lau, in play at the Chinese R.C. on Sunday, when the Chinese beat the U.S.R.C. in a team game. (Photo: Mee Cheung).



Messrs. M. W. and M. K. Lo in play against U.S.R.C. members in the match which took place at the Chinese R.C. on Sunday. The home team won by seven points to two. (Photo: Mee Cheung).



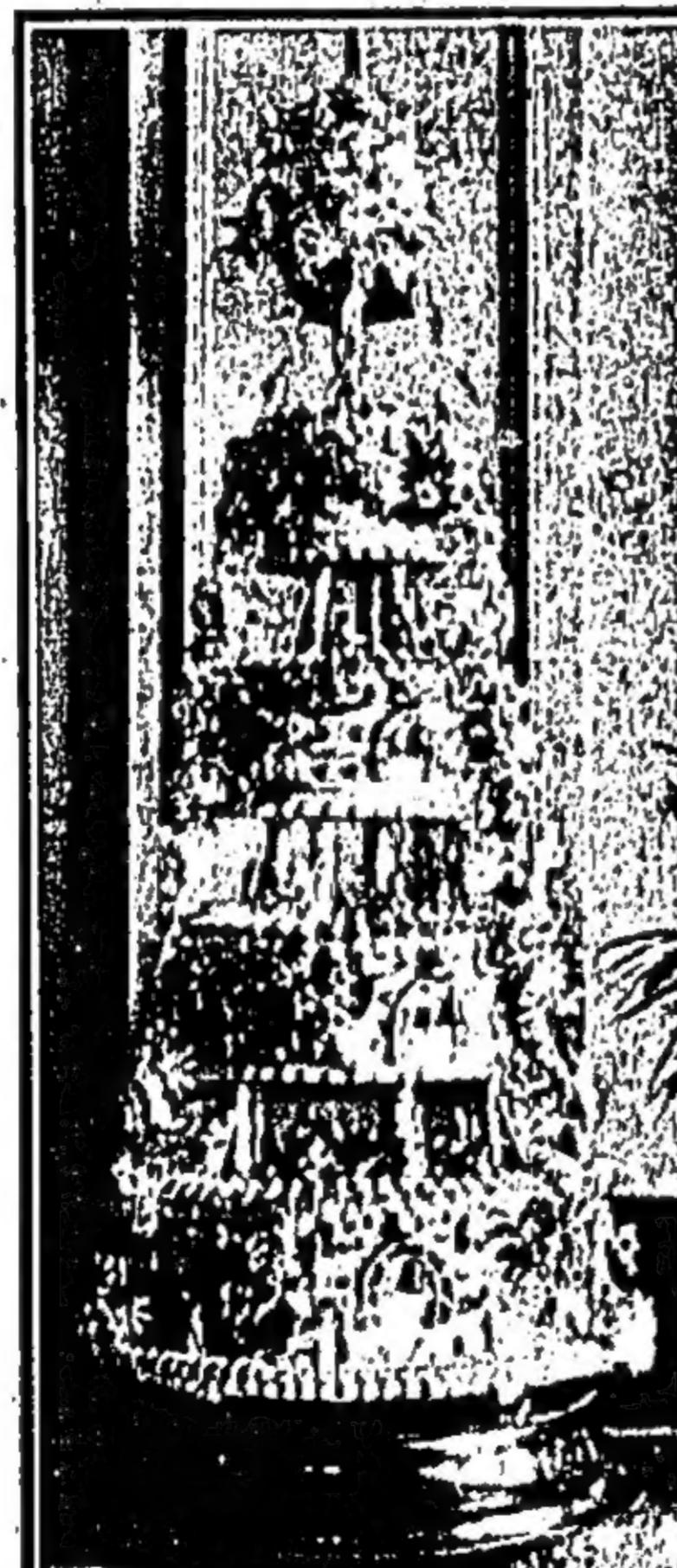
The two pictures above show Mrs. R. H. Kotewall distributing the prizes after the Marathon Race on Saturday last—organised by the St. Peter's Church Young Men's Club. At left is seen Pte. Baulch, of the Somersets, who ran second. (Photos: Mee Cheung).



Kowloon unexpectedly defeated Chinese Athletic in the Senior Shield competition last Saturday after a most exciting game. (Photo: Ming Yuen).



One of the first pictures to reach Hongkong of the Bombay rioting, in which 116 persons were killed and more than 700 injured. Our picture shows police dispersing rioters.



Handsome wedding cake made by Messrs. Lane, Crawford, Ltd., for Miss Jean Ho Tung's wedding.



Commissioner E. J. Higgins, who is the new General of the Salvation Army.



The above flashlight photograph was taken at the dance given by the students of St. John's Hall, Hongkong University. (Photo: A. Fong).



Captain Rattray, photographed at Accra on completing the first solo flight from England in his Moth light aeroplane. (Times copyright).



Holland has been one of the countries to suffer most in the wintry spell. Our picture was taken on a frozen canal.

PROSPECTING FOR GOLD BY AEROPLANE.
CANADIAN EXPLORERS WILL COVER 60,000 MILES.



Tiny shacks in the midst of a vast, barren wasteland—that is the base of the Dominion Explorers as pictured in the upper photo. Captain Charles Sutton, right, is chief pilot of the adventuresome expedition and Jack Rogers, left, is head geologist. Lower left are shown two of the party's cabin planes nosed into the special sheds and held against the arctic winds by ice anchors.

(By Hortense Saunders.)

New York, Jun. 12.—Hardy soundhounds, who mushed over Yukon and Klondike trails would have been staggered by the thought of taking along a ping-pong outfit to while away the winter months at their diggings.

And many a gold-seeker who nonchalantly braved the perils of roaring rivers and rocky trails, blizzards and starvation, would have trembled at the idea of invading the fastnesses of the northland in fragile airplanes.

Yet, these things are just what Captain Charles Sutton and a party of flying adventurers are going to do. Sutton, chief pilot, and about fifteen other aviators and geologists comprise the field expedition of Dominion Explorers, Ltd., a syndicate which is hunting gold throughout the snow-covered stretches of Northern Canada.

Sutton is in New York to buy additional airplanes and supplies.

"There's gold in Canada," he said. "There are big deposits of gold in those rocks under the snow. We expect to find mines as profitable and maybe more extensive than those found in Alaska. But the cold climate and the difficulty of transportation have kept anyone from finding it."

Aerial Geology.

"Our plan is to cover the 60,000 square miles at the top of Canada, between Hudson Bay and Alaska, right under the pole in the Arctic Circle, from the air. We will fly over this whole country, with expert geologists who can tell by the rock formations where the gold may be hidden. All country that looks favourable will be marked on maps and other planes will take miners and engineers

to these places to do the actual prospecting.

"Air hunting can be done the tops around because the tops of the rocks always are swept free of snow. Actual prospecting can be done only between May and November, when the weather is sufficiently temperate."

A Year's Experience.
The expedition started last year, and already has had one year at the base which was established at Tavane, about 1,000 miles directly north of Winnipeg, considerably above Churchill, the last settlement.

This country is a wasteland of rock and snow with no vegetation. All the necessities for life have to be taken there. Now the party has seven shacks, built with double walls to keep out the snow and dampness.

Ten thousand tons of coal have been taken up by boat, and gasoline caches have been established at the various sub bases. Large supplies of food, blankets, oil, clothing, and lumber have been provided.

The equipment also includes three Fairchild planes, a tractor and a Ford car. This year they will add two more Fairchild cabin monoplanes.

Sutton was a wartime Royal Flying Corps pilot, has three German planes officially to his credit, and years of commercial flying since the war.

The explorers are a subsidiary of the Thayer Lindsey mining group, a syndicate of Canadians who have enormous capital and are willing to put years of work and millions of dollars into aerial gold rushing.

In Touch by Radio.
"Though miles from any human habitation there," Sutton said,

"we are in communication by radio with Ottawa. We never see a newspaper, but we get all the news and the mining prices from Winnipeg, and we get Honolulu and Los Angeles dance music in the evening. Of course, we pick up the stations around New York."

"During the winter, the temperature is between 40 and 50 degrees below zero, and it has reached 60. However, the cold is very healthy and we never have had a casualty there."

"We fly every day, and our machines are out in the coldest weather. We have built special sheds for them so they always have their engines covered and thus are ready for flight. When not in use they have to be tied down with ice anchors or the arctic winds certainly would carry them away. During the winter, pontoons are removed and skis put on."

Game in Service.

Their only neighbours are the Eskimos who work for them and will be used for labour when the actual mining begins.

"Some of the time we have good hunting and fishing and have fresh meat, but much of the time we live on canned foods. Having spent one year there, we know better what to provide for this year."

"Last year, for instance, we had only two packs of playing cards, and with nothing to do evenings but play bridge, the spots soon wore off. This year, we shall have several packs, and we are also taking baseballs and bats and ping-pong outfit.

"It probably is as good an adventure as the world affords today, and we are having the time of our lives."

SPEAKING TO THE FUTURE.

THE KING'S VOICE FOR 100 YEARS HENCE.

It is not generally known that even gramophone records are to be found in the British Museum. But records of some old English folk dances and of several Indian dialects are housed there. In addition to several matrices of records which famous people of to-day have made. The matrix is the impression from which records are taken at the factory.

As a result of this innovation, the Queen of the King and Queen, the Prince of Wales, Lord Roberts, Caruso, Melba, Sir Ernest Shackleton, Mr. Lloyd George, Mr. Winston Churchill, Lord Davidon of Lambeth, the late Lord Oxford, Mr. Bernard Shaw and other celebrities can become known to future generations. The authorities of the British Museum have undertaken not to take records from the matrices during the present generation.

AN ANCIENT BANYAN TREE.



The above photograph is of an ancient banyan tree near Ping Loh, Kwangsi Province. Natives worship at this old beauty of nature, and long ago built the shrines and raised the stone slabs seen under the tree.

A MYSTERY CITY.

RIDDLE OF KING SOLOMON'S MINES.

There are in the heart of Rhodesia the ruins of a great forgotten city which form one of the profoundest archaeological mysteries of the ages and which are shortly to be explored by a brilliant English archaeologist, Miss Gertrude Caton-Thompson.

These ruins (says the *Evening Express*), the crumbling temples and colossal fortifications of Zimbabwe, have been obstinately linked by legend, in the face of scientific discouragement, with one of the great women of history, the Queen of Sheba, and her fabulously wealthy country.

Probably there is no topographical problem round which controversy has raged more fiercely than the identity of that mythical Land of Ophir, whence came the unimaginable treasures which found their way to the courts of David and Solomon.

Rider Haggard has expressed the belief that the long-nosed Phoenicians gathered from the kray solitudes of Zimbabwe the gold which Solomon used in the building of his temple, and experienced archaeologists have subsequently claimed that they could prove scientifically that this belief was not a myth, but historic truth.

Their chief opponent, an eminent archaeologist sent out to Rhodesia by the British Association, came to the conclusion that Zimbabwe was comparatively a modern city.

His supporters pointed out that in the few years that Zimbabwe had been discovered its walls had been crumbling so quickly that at that rate it would not have stood very long.

This explanation was not satisfactory. There remained extremely puzzling features about these ruins, which suggested that there may be more truth in the legend than has been dreamt of.

African Eldorado.

When Europe was emerging from the middle-ages the Portuguese and Spanish explorers were constantly searching for a great and miraculous Empire in the heart of Africa. Monomotapa, the legendary capital of this Empire, was speculatively inserted in their maps. It was an elusive, glittering Eldorado which they always sought and never found.

Was Zimbabwe the Monomotapa which they sought and the capital of the country over which the far-famed Prester John ruled?

Was the legend of Prester John, the mythical structure built round the original reports of the wealth and prosperity of the Land of Ophir? No one, of course, can say for certain, but the theory is intriguing.

The first explorers of Zimbabwe were aware that it was the country of the Queen of Sheba. Ophir, it was pointed out in vain, had been identified as a port on the coast of Arabia.

They reconciled themselves to this difficulty by stating that the Scriptures mentioned that gold came through Ophir from a land called Havilah. And Havilah, they claimed to prove, was the Rhodesia of Zimbabwe.

Site of Paradise?

A Dutch minister, du Toit, went even further, writing a novel in Afrikaans to prove that Zimbabwe was part of the original site of Paradise, and verified this argument by pointing out that the five rivers mentioned in the Bible could be identified with the Zambezi, the Niger, the Congo, the Nile, and one of twelve other alternatives, which all, he said, had their source in the same Rhodesia of Zimbabwe.

But the more moderate supporters of this theory were satisfied with ascribing the origin of Zimbabwe to the years 1200-1100 B.C. when the Queen of Sheba travelled from that far-flung territory to visit Solomon "in all his glory."

The massive ruins, they asserted, in every inch of their structure, supported the argument that this was, the source not only of Solomon's gold but also of the great treasures possessed by the Sabaeans, the Tyrian, and Sidonian nations, to which references in the Scriptures are so frequent.

£75,000,000 in Gold.

It is an undoubted fact, they concluded, as they looked into those disused and jungle-covered shafts round Zimbabwe, that many millions of pounds of gold had been extracted by these ancient nations from the territory—one archaeologist making a conservative estimate of £76,000,000—during the period in which Biblical references are made to the gold of Ophir.

Even their greatest opponents admitted that no part of the known world, India included, yielded such overwhelming evidence of extensive, continuous and successful ancient gold-mining operations as are found on every hand in Rhodesia.

You walk amongst the labyrinthine passages and the well-built granite walls of the great Zimbabwean fortresses, and you are overwhelmed by the thought that some dramatic whisper will come from the lips of Miss Caton-Thompson, who has already done such brilliant work in Egypt, Malta, and Fayum.

Perhaps, too, the honour may be

NEW WEATHER SECRET.

PREDICTIONS FOR ANY DATE IN THE YEAR.

Is there concealed beneath the majestic caprice of the weather a latent regularity as amenable to scientific discipline as the movements of the heavenly bodies? That is a question an affirmative answer to which would confer permanent and incalculable benefits upon the whole of mankind (says a correspondent, of the *Morning Post*).

Herr Hermann Brix, a Silesian engineer, is not only convinced that such a secret exists, but he claims to have discovered the clues. He has devoted his whole leisure during twenty years to the elaboration of a system of weather conditions with something approximating to mathematical precision.

The system of Herr Brix, which irresistibly recalls to the mind the numerical symbolism whereby ancient philosophers sought to interpret the harmonies of the universe. But, whereas Pythagoras' magic number was seven, that of Herr Brix is twenty-two. By a searching investigation of the meteorological reports of numerous German weather stations back to the year 1794, he has found that the weather obeys strict and invariable laws in recurrent cycles of twenty-two days.

With the aid of the weather reports on say, December 6th, he is thereby enabled to calculate exactly what the weather will be on December 27th, on December 6th, the weather for December 28th, and so forth. By taking his result for December 27th, he can calculate the weather for January 18th, and by endless repetitions of this process he could theoretically predict the weather for any given day in the Twenty-first Century with as much precision as we are accustomed to expect of eclipse forecasts.

Approximate Accuracy.

In practice, however, he has not yet been able to bring his system to this stage of perfection, and the accuracy declines in proportion to the length of time. A fraction of a degree of temperature neglected on the day on which he bases a given calculation for the twenty-second day ahead will necessarily affect the result, and may do so to the extent of two degrees. This margin of error will be still greater for the next twenty-two day period, and so on. Actually, therefore, Herr Brix is content with approximate accuracy for a twenty-two day forecast based on observed weather reports. He nevertheless claims sufficient accuracy to be able to predict the general complexion of the weather over quite long periods.

The information which Herr Brix purports to supply in advance for the places to which the weather observations and calculations have reference is the maximum and minimum temperature each day, the temperature at 7 a.m., the volume of rainfall, and the velocity of the wind. The rainfall and the wind he deduces automatically from the temperature forecasts. For the purpose of temperature predictions he employs two sets of data which are fundamental.

Predictions By Sun.

We will suppose that it is the maximum temperature which he bases his forecast on. You are overwhelmed with the awe-inspiring nature of the mystery.

You cross the red waters of the Unyamwezi River, and climb the slopes of the hills on which the fortress was situated 500 ft. above the valley. You notice that it is only accessible on one side. On the other there is a sheer drop of from 70 to 90 feet high.

Mysterious People.

By the side you have entered there is a wall of massive thickness, 30 ft. high. All approaches to it can be protected at every turn by ambuscades.

A single precarious flight of steps leads down the great boulders to the bottom of the precipice. On top of the hill behind the walls of the fortress you find a plateau which was once adorned by tall, monolithic and decorated pillars.

You look on a circular space which was once an immense cement altar but which is to-day a cracked and decrepit ruin. "Who were the people who made all this?" you ask. "Where did they come from and whence did they even more strangely disappear?"

"What victims were sacrificed on the smooth surface of the altar and in the name of what god?"

The answer at the moment is silence, but perhaps it may chance that some dramatic whisper will come from the lips of Miss Caton-Thompson, who has already done such brilliant work in Egypt, Malta, and Fayum.

Perhaps, too, the honour may be hers of filling in many gaps in the history of one of the most illustrious members of her sex: the Queen of Sheba.

desires to predict. In the first place, he requires the maximum observed reading on the given day and the corresponding reading on each twenty-second day back for 220 days, all of which he adds together. He makes a similar sum for the next preceding 220 days. In the second place he has worked out from his investigations back to 1794 two "constants" for each day of the year, one of which is relevant to the first preceding period of 220 days and the other to the second.

He also requires the corresponding data for the day preceding that on which he is basing his prediction, and thus starts off with eight data in all. He next finds the difference and the mean between each sum of readings and its relevant constant, and also the difference between each sum of readings for the basic day and the corresponding sum for the preceding day.

All these results then pass through a formidable series of mutual additions and subtractions, of which the final product is the maximum temperature on the twenty-second day ahead of the basic day. Exactly the same applies to the minimum and 7 a.m. temperatures. When all three results are known, the rainfall and the wind velocity are also known.

Official Test.
Herr Brix is at present negotiating with several German meteorological stations for the purpose of having his system submitted to an official test over a suitable period of time under agreed conditions. He claims that his margin of error for a twenty-two day forecast is negligibly small, and his system certainly deserves

thorough investigation. Meanwhile he has nothing to say about the weather prospects for the present winter, as he is working single-handed, and has not yet devoted the time to the lengthy and arduous calculations involved.



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**Manager:—Ralph A. Cooper
P. O. I. Registered Optometrist.
(Gandal)**

Assembling Your Own Ensembles

This Spring,
Things Do Not Match
... They Just
Go Well Together



Louisboulangier Created
This Fetching Evening Gown
Of Filmy Black Tulle.
It Is Devoid of Ornament
Except for Velvet Pastilles
And a Waistsine Bouquet.



To Soften the Pertness of Tulle.
Lucien Lelong Places Twin Shoulder Flowers
On a White Evening Gown and Completes
The Picture With a Triple Strand of Pearls.



Jaunty and Different
Is This Maroon Wool Suit
Made by Jean Patou for
Mme. Arletti, French Actress.



A Sweater in Blue and Gray
Is Worn With a Gray Woolen
Skirt and Three-quarter Coat
To Make This Modish Ensemble.
From the Salons of Lucien Lelong.

A Gray and Green Silk Scarf Is the Collar
Of This Henri Bendel Sports Coat
Fashioned of a Pleasing Herringbone Tweed
In Apple Green and Soft Gray, New Spring Colors.

THE main thing this spring is to have some relation between coats chosen for the wardrobe and frocks that will go with them. Ensembles are too dear to woman's heart to be cast aside lightly, and though there will be many separate spring coats, all of them will sound the ensemble note by having the color, general line or decoration of some frocks they top.

This spring things are "keyed" to go with each other. For instance, the woman of taste will not wear a chiffon frock with a sports coat this spring. She will not top a sports frock outfit with a dress hat. Her whole wardrobe will be planned with groups of different types of costume that in color, fabric or general line blend harmoniously.

More coats will be sold this spring, if fashionists can predict anything. There is a feeling for jackets or coats for every frock. Women now like to pick the jacket or coat to top their own frocks, rather than take a stereotyped assembled ensemble.

It is quite well recognized by now that the dress silhouette is curving noticeably, that there is more formality, more femininity, and less, uniformly in new styles.

COATS, however, are more conservative than dresses. Whereas dresses almost universally adopted the uneven hem last season, coats are just getting around to it. Whereas frocks marked a natural waistline as early as last summer, coats are now swerving in to accent it.

But even coats have fallen into the way of the changing silhouette. Spring coats may still sound the general straight-line theme, but not one of them lacks some saving fullness, be it *gabots*, side pleats, back pleats,lapping fronts or flounces. Lengths are much longer. Even sportswear is longer.

Floral prints and dots are good. So are checks.

For trim spring things, or bands of embroidery take its place. If one has neither, the decorative scarf is imperative. A relationship between one's hat and scarf is necessary.

There seems to be more diversity in hat shapes than in frocks. The flat low crown with trimming hanging off in some way is excellent. So is the high crown and narrow brim. So is the wide brim or the slashed, irregular or flaring brim. Even in such details as shoulder flowers, great individuality is seen.

As accessories for a white tulle evening gown, Lucien Lelong adds twin shoulder flowers in black and white tulle and places triple strands of pearls around Milady's neck to soften the pertness of the tulle. These accessories are shown in the photograph in the center of the page.

White is excellent this spring for evening. But the woman of individuality seeks some sort of unusual accessory to distinguish her white gown from others.

ONE of the most conspicuous successes predicted for the coming season is the formal tulle gown. Louisboulangier created the Paris version of the tulle gown shown at the upper left. It is a handsome thing of black tulle with large-pasted pastilles of velvet, sounding the stylish polka dotted theme.

It is fashioned over a princess slip that takes a scalloped flounce for its lower edge that ends at somewhat long length. The tulle veiling it goes on until it reaches the ankles in front and practically touches the floor in back.

This gown is devoid of any ornament save a spray of orchids across the front of the natural waistline.

The tulle itself is cut princess until almost knee-length. Then it adds a flounce of pleated plain tulle, with no, dots in

it. At one side there is a charmingly arranged train.

One of the main spring songs of style will sound the suit theme.

Whether it be a strictly tailored suit or a sports suit with a sweater blouse, milady just must have a suit this spring. Later on, silk suits promise prominence. But soft woolens for early spring are really lovely.

PATOU designed the tailored suit—shown at the upper right—for Mademoiselle Arletti, well-known Parisian actress. It is tremendously jaunty and different. Its fabric, heavy ribbed worsted in maroon shade, makes it look particularly chic and youthful.

It has a little double-breasted coat fastened at the end of rolling lapels and patch pockets. The skirt has such a deep box pleat in front that it almost gives the width of a divided skirt. It is a tuck-in skirt and the little blouse of beige crepe has a flared jabot stitched down the front. A beige flower is worn in the button hole.

Topping this is one of the new spring hats, a little soft velvet and satin turban that winds around the head in a swirl manner and has its ends as streamers over one ear.

Very different is a sports ensemble that uses blue and gray in delightful combination. This outfit—shown at the right—sounds a new spring note for sweaters. They, too, are growing extremely sophisticated.

This ensemble has its skirt and three-quarters coat in smooth finished gray woolen. The skirt has a panel of pleats over the left hip that allows freedom for walking. The coat has ample width also and double patch pockets.

The sweater is gray with various blues decorating it in stripes that tie themselves in pert bows. Gray gloves and a hat and purse of the deepest blue of the sweater and an oddly linked silver necklace are the accessories.

MANY sports coats for spring will use the set-in sleeve that has a more or less mannish appearance. One such is the Henri Bendel model in Scotch tweed, illustrated at the lower right. It is in the new spring colors of apple green and soft gray.

The coat is a herringbone tweed pattern, in green, with its edges bound in plain green of the darkest tone. It has a tailored collarless neckline with front lapels. Its front width is slightly to give fullness.

The feature of this coat that is newest is the scarf of green and gray striped silk that is attached to the back of the coat neck. It really is the coat's collar and can be knotted in front if the day is chilly.

Topping this is a cloche hat of gray Chinese bangkok, with an elaborate banding of green. The banding ties in a little bow right in front.



Hongkong Telegraph.

Pictorial Supplement

March 23rd, 1929.

FOR ADVERTISING RATES
IN THIS SUPPLEMENT,

Apply to

THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.

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New Ties for Spring.

Welch Margetson's ENGLISH PRINTED FOULARDS.

A range of Ties that will suit every taste for colour and design. Made of superfine quality Foulard Silk in a selection of newest Spring patterns.

Tensile lining—the lining which will not become twisted in wear.

BOWS \$2.00. LONG TIES \$3.50

Less 10% Discount for Cash.

Mackintosh's
MEN'S WEAR SPECIALISTS.



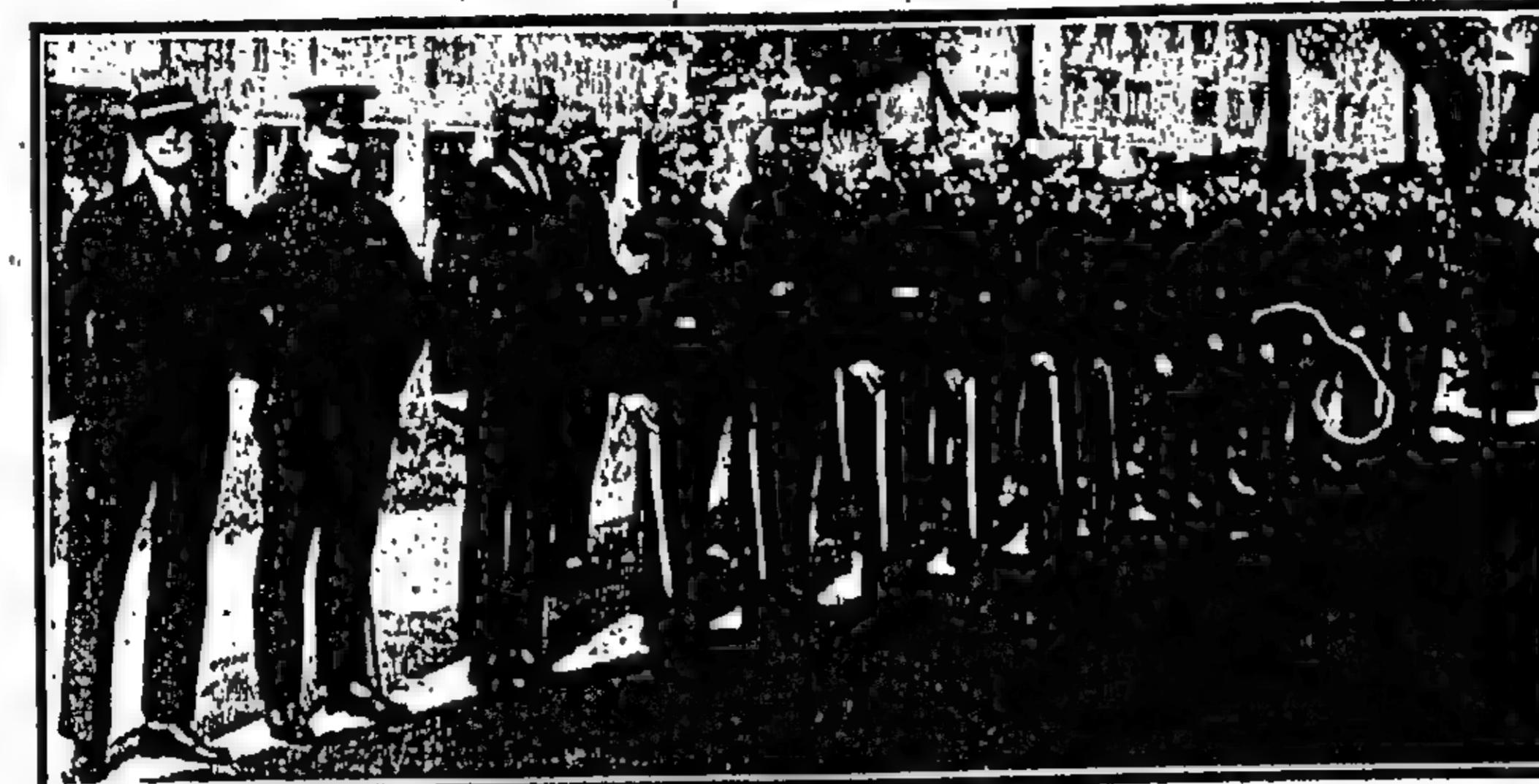
OBTAIABLE FROM—
THE CHINA TEA COMPANY. Ground Floor. DAVID HOUSE.

WHITEAWAYS. A NEW LINE IN MEN'S SOCKS.

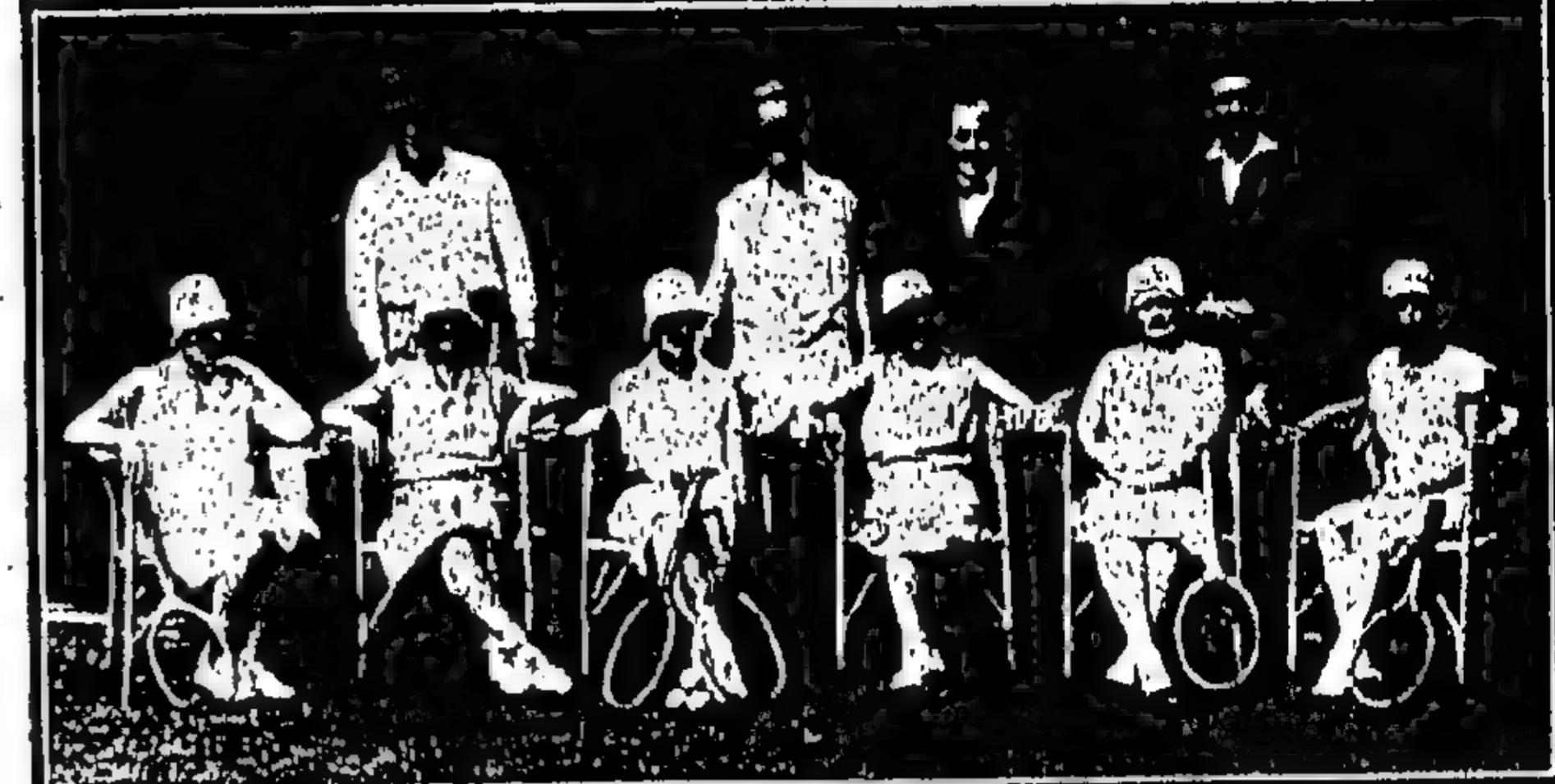
The latest designs in Men's Cotton and Artificial Silk Socks. Just right for present wear. Will wear well. Smart designs, all sizes.

SPECIAL
VALUE
\$1.25 pair.

MEN'S OUTFITTING DEPARTMENT
WHITEAWAY LAIDLAW & Co., Ltd.
HONG KONG.



A recent photo of the Shamian Police Force. On the extreme left is seen Captain G. A. Clements, Superintendent of the force, who has just left for Home on furlough, and next to him is Sub-Inspector Charles Palm, of Hongkong, who is replacing Captain Clements during his absence.



An American tennis tournament for ladies was held at the Kowloon Football Club on Sunday last, the above photograph showing some of the competitors. (Photo: A. Leung).



A recent photograph of the teaching staff of Queen's College. In the centre is seen Mr. A. H. Crook (Head Master) and Mr. W. Kay (Second Master). (Photo: Mee Cheung).



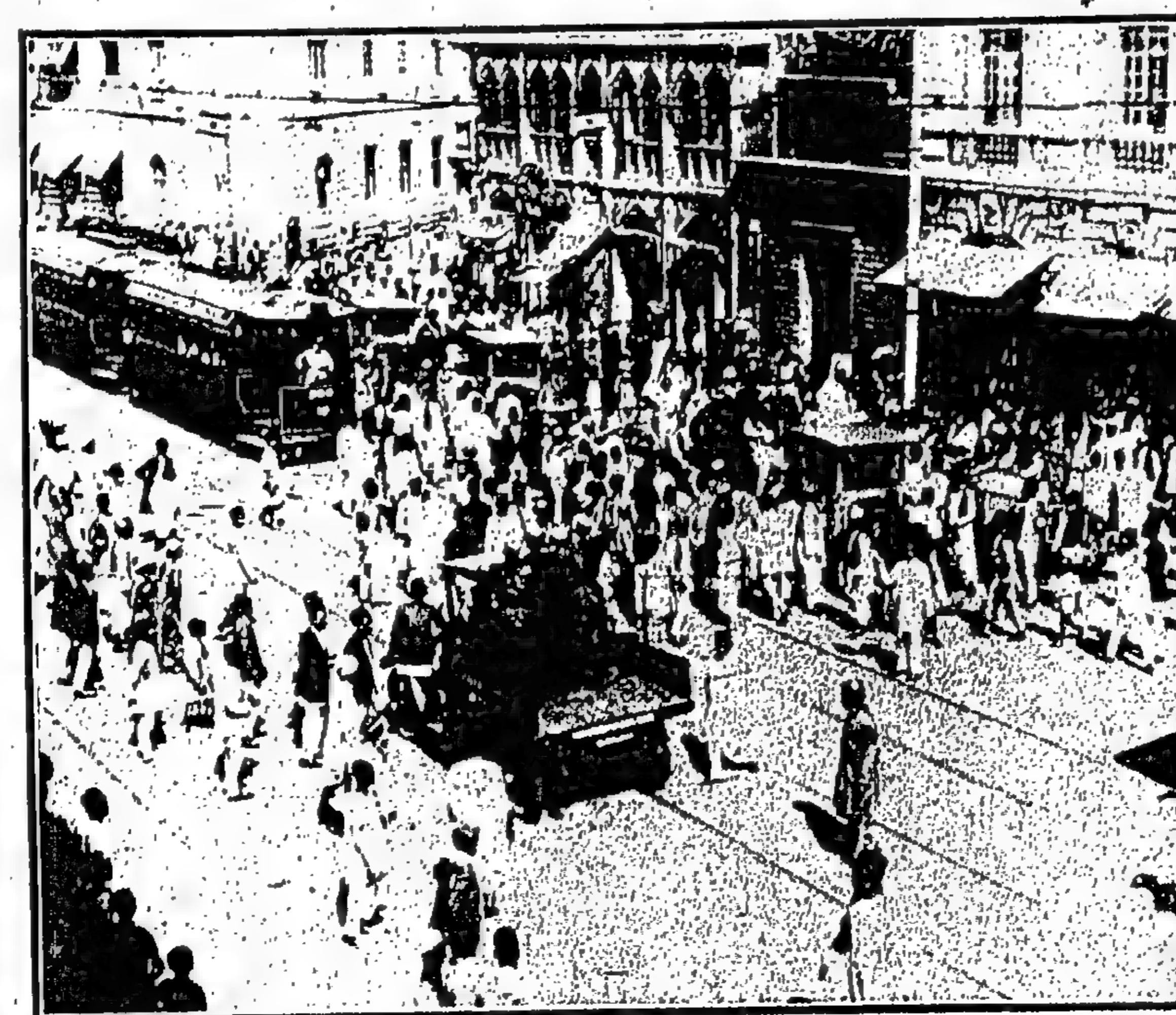
Washing clothes in a hole made in the ice in the frozen Zuider Zee. Record low temperatures were experienced in Holland during the recent arctic wave.



Sir Robert Ho Tung and Miss Jean Ho Tung, photographed at Tuesay's wedding. (Photo: Mee Cheung).



One of the most interesting local weddings of the season took place on Tuesday, when Miss Jean Ho Tung, daughter of Sir Robert and Lady Ho Tung, was married to Mr. W. M. Gittins, son of Mr. and Mrs. H. Gittins. A large and distinguished company of guests was present. (Photo: Mee Cheung).



A street scene in Bombay on the first day of the recent riots, showing a gathering harangued by agitators and watched by Indian police from a lorry.



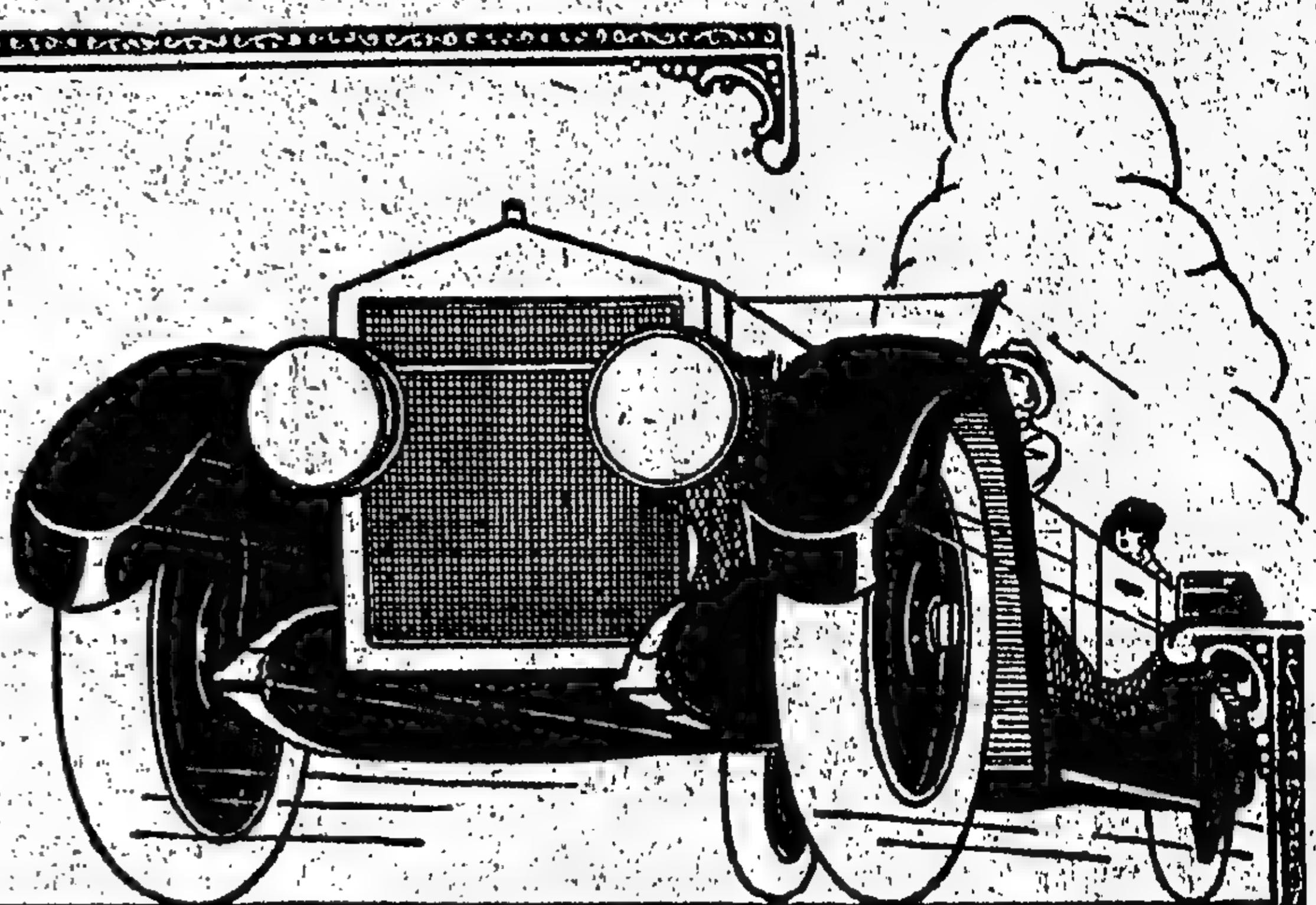
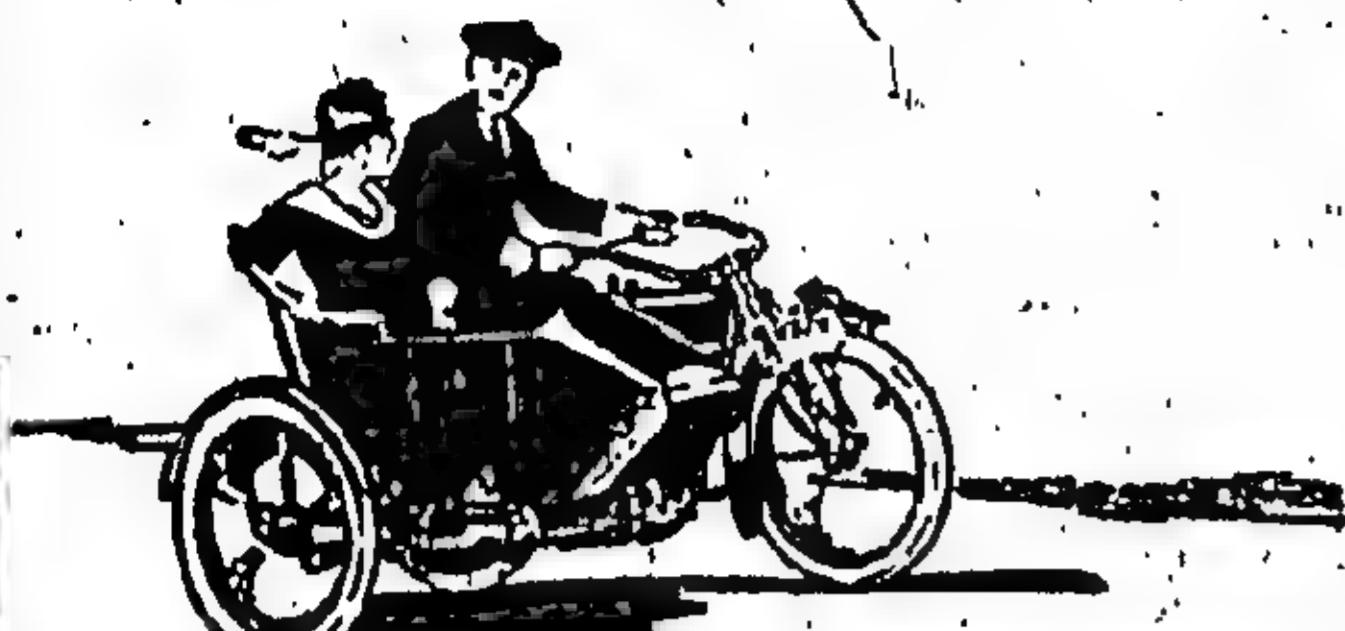
Bride and bridegroom, with best man and other attendants, photographed after the wedding of Miss Jean Ho Tung and Mr. W. M. Gittins, which took place on Tuesday. (Photo: Mee Cheung).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 23rd MARCH, 1929.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



PACIFIC SPLIT RIM TOOL REGULAR AND BALLOON MODEL THE TOOL THAT HAS MADE TYRE CHANGING EASY THE WORLD OVER

This tool is made of the highest grade Malleable Iron to withstand years of hard usage in garages, tyre shops and other service dep'ts, and is fully guaranteed to last the car owner a lifetime.



Most powerful and easy operating tyre changing tool ever devised. It is light in weight, folds to convenient size and we guarantee that with this tool the most stubborn split rim can be unlocked, contracted, removed from tyre, replaced into tyre and expanded to its locking position in less than five minutes by anybody without springing the rim or injuring the valve, tyre or tube.

Over a hundred thousand now in use by car owners and service dep'ts the world over.

PRICE EACH \$16.00

Hongkong Hotel Garage
SHOWROOMS—Queen's Road Central
Tel. Central 4759.

ACCESSORIES

A big display of "Oxide" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcars and cycles such as,

Electric horns. Hand jacks
Bumpers. Foot pumps.
Spark plugs. Wrenches
Tyre patches. Lamp bulbs
Brakelinings. Body polish
etc., etc., etc.

All at exceptionally low prices. Call
and inquire. THE HONGKONG
MOTOR ACCESSORY CO., Bank of
Canton Building, Tel. G. 577.



ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawa Gray, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

MODERN ROADS.

Reduce Motoring
Risks.

SAFER TRAVELLING.

New York, Jan. 26th.—Modern highways, improved by years of engineering research, have cut the death ratio caused by faulty road construction from 18 per cent. in 1926 to 11 per cent. in 1928, says Charles Upham, secretary-director of the American Road Builders' Association.

In 1927, Upham says, 26,018 persons were killed on state, county and city roads. Of this number, 3,686 met their death through "adverse physical conditions," such as narrow, defective or neglected roads and streets.

"The problem to-day," says Upham, "is not so much a matter of adapting design and construction to traffic conditions as it is to persuade officials to adopt the modern type of construction, with crowns reduced and curves banked, for all roads whether of primary or secondary importance."

"Our need has long been for paved highways. That need is being supplied. At the present time the necessity is not only for paved highways, but for wider and safer highways."

Examples of engineering improvements in road construction that eliminate the death risk are given by Upham. Among them are the elimination of crowns; walls or railings at dangerous points; grades reduced; elimination of the

CAR NUMBER TOO LARGE.

Driver Fined for Plate
Too Easily Seen.

"We consider that the police should have something better to do than waste their time over these petty details. This is only another example of one of these worrying technical offences brought up against motorists."

This statement was made by an official of the Automobile Association when discussing the case of Frederick Dyatt a motor driver, who was fined £5. because the letters and numbers on his front identification plate were an inch and a half longer than the prescribed size.

The Magistrate at Tower Bridge Police Court, who fined the driver, said: "I cannot see what objection there is to the letters being too large, though there may be objection to their being too small."

"It is a curious point," said the Association official. "The law, drawn up about 1901, states that the numbers must be 3½ in. high, but it allows for nothing below or nothing above that size. Although the larger numerals may be construed as a breach of the regulations, no sane person could suppose that any harm could result."

dust nuisance; roads widened; elimination of grade crossings; underpasses; pedestrian tubes and re-routing of highways so as to take the motorist out of congested districts.

CURRENT COMMENT

Pedder Street.

Now that the hoarding has been erected around the Hongkong Hotel site, a system for the protection and guidance of pedestrians appears to be urgently needed. When proceeding from Queen's Road towards Des Voeux Road, the hoarding suddenly cuts off the footpath, making it necessary for pedestrians to step out onto the roadway directly in front of oncoming traffic. This cannot very well be prevented, but a warning notice should certainly be erected.

Thoughtlessness.

A local motorist has complained that he narrowly avoided a collision on Stubbs Road the other night owing to the thoughtless action of the driver of a car which he was following. It appears that after travelling behind the offending vehicle for some considerable distance, the complainant's car followed on around a sharp left-hand bend, to suddenly find the other vehicle stationary in order to allow one of the occupants to alight. A sudden swerve was necessary, and although such action avoided a collision, a very serious accident would doubtless have occurred had another vehicle been descending the peak abreast of the stationary vehicle at that particular moment. Motorists should always remember that it is most dangerous to stop on a bend, where their position may cause an obstruction which cannot be seen until other vehicles are practically up to them.

The Old and the New.

Those "old hands" who remember motor cycling in its earliest days will not need to be reminded that the name Norton was associated with the industry at its very outset. As far back as 1898 the late Mr. James L. Norton had established in Birmingham a small factory and was producing the "Norton Energette" a machine that, even to-day is recalled as a pioneer of the motor cycling era. At that time Mr. Norton was also producing machines for sale by other

means—under other names and transfers—but as the name Norton became more famous this was discontinued in favour of the production of the real Norton. Strange as would appear the Norton Energette to-day, this machine actually embodied many of the principles of design that are now standardised throughout the industry.

Remarkable Successes.

During the last few years, Norton motor cycles have annexed a remarkably large number of trophies in almost every part of the world. Speed trials, road races, and reliability trials of every description have found Norton machines always to the front. One of the main qualities is speed, and for those motor cyclists who love to ride a truly sporty and exceptionally speedy machine, the Norton has a very strong appeal. The Sincere Company, Ltd. has recently been appointed agents for South China, and the demand since we made the first announcement clearly indicates that many of these excellent mounts will be seen on our roads in the future.

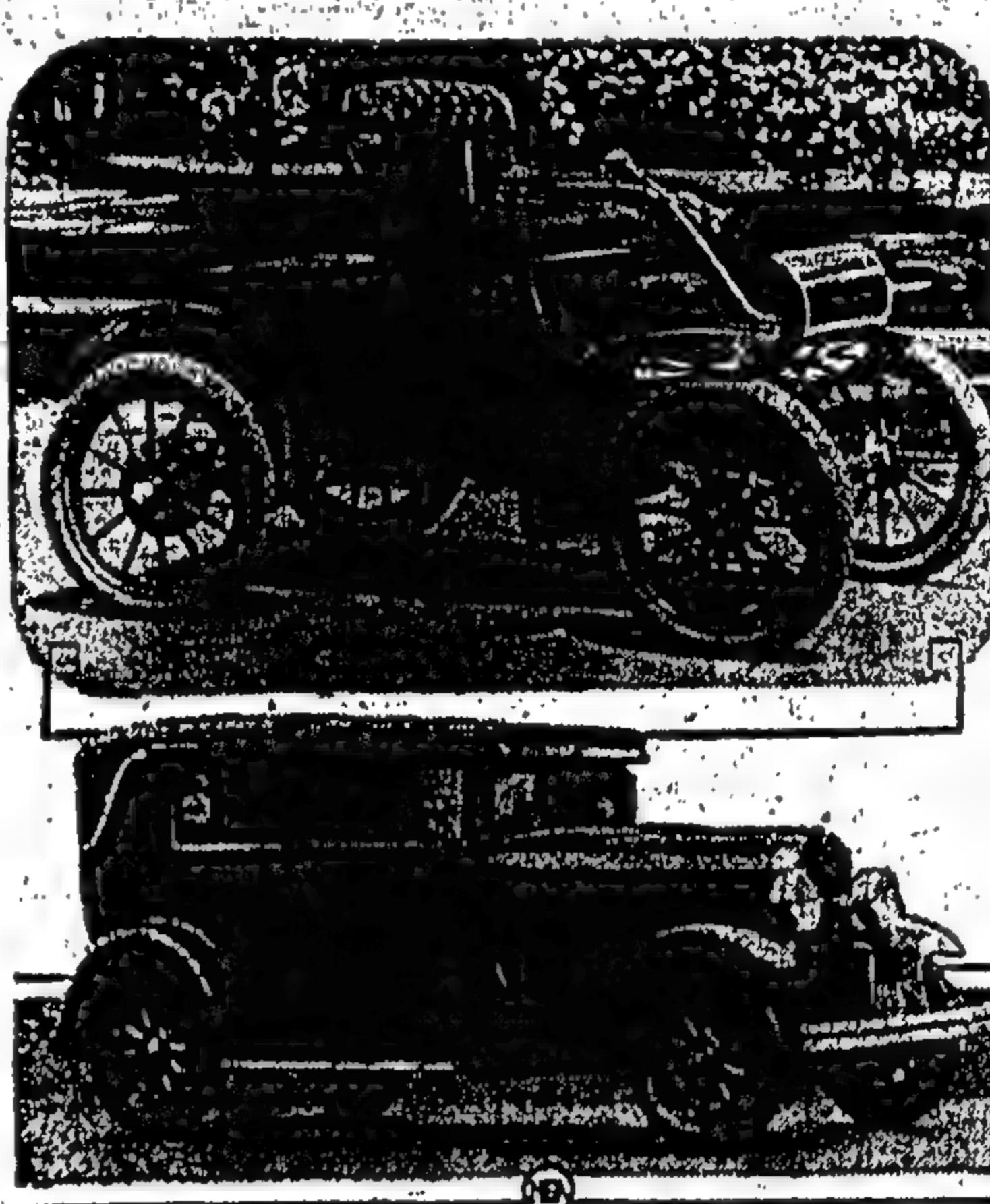
Summer Motoring.

The warmer days which have recently been experienced, remind us that within a very few weeks summer motoring and bathing parties will be the vogue. It is gratifying to note therefore that the parking arrangements at the premier bathing resorts, Repulse Bay and Castle Peak, have been considerably improved and extended. The lower road at the former place has been provided with additional parking stands, while great improvement will have been effected at Castle Peak by the time the season is in full swing. At Castle Peak, there will also be the Bathing Pavilion erected by the Hongkong Automobile Association for its members. This will without doubt prove much appreciated and popular facility.

To-day's Maxim.

A short cut round a blind corner may be the quickest way to the G.C.H.

GREAT CHANGES SINCE 1900.



Extremes in the history of the automotive history to date are these two examples of Oldsmobile manufacture. Upper photo is one of a 1900 model, while the modern car it evolved into is shown below it, a 1929 de luxe landau sedan.

Automobiles still run on four wheels. And that fact is about the only thing in common between present day motor cars and those of the early days of the industry. The marvellous changes since 1900 are strikingly depicted in the history of the automobiles that have succeeded in keeping up with the times.

The one-cylinder, curved dash Oldsmobile of 1900, for example, was considered quite a finished product as compared with the first Oldsmobile completed in 1897. The single cylindered, two-cycle engine was under the seat and rear deck. Power was transmitted to the rear wheels by a chain and steering was accomplished by means of a tiller arm. The driver sat on the right side with the throttle control at his right.

The little crank directly under the seat was not a phonograph attachment but the means by which the engine was started, providing the driver had strength and endurance. The horn attached to the tiller was extra equipment. Tops were not included, but a rubber blanket with holes for driver's and passenger's heads could be purchased.

Europe's First Influence.

The influence of early European motor car design can be seen in the two-cylinder, two-cycle touring Oldsmobile of 1905. A dummy hood was used, but the engine remained under the seat. The horsepower was increased to take care of the extra weight of the car by adding another cylinder.

A regulation steering wheel had replaced the tiller, but the right-hand drive was continued. Entrance to the rear seats was from the back through a small door between the seats. Wonderful lamps of gleaming brass formed head and side light.

The rapid strides made in those early years is depicted in the seven-passenger four-cylinder touring car of 1907. This had a

USES MOST STEEL.

Of each 100 pounds of finished steel in 1928, the automobile industry used 17.70 pounds, railroads 17.28 pounds and the building industry 15.22 pounds. This is the first year that the automotive industry was foremost in use of steel.

Look out for—

THE
500 c.c.
SINGLE CYLINDER
SIDE-BY-SIDE VALVE
HARLEY-DAVIDSON

!!!!

DUE HERE SOON.

For further particulars apply:

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1248 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry.)

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESORIES IN STOCK.

QUALITY

Oil for your automobile can come only from specialization in lubrication. Consider these facts.



The superior performance and economy which Gargoyle Mobiloil brings to your automobile engine is not accidental. It results from our continuous specialization in lubrication since 1886.

In every quarter of the globe your Gargoyle Mobiloil is the acknowledged quality oil. It is recommended by more automobile instruction books than any three other oils combined. It is used by far more automobile engineers than any other oil.

Your Mobiloil has proved its superiority not only in automobile use but under the even more severe test of aviation engines, farm tractor engines, motor truck engines.

And Gargoyle Mobiloil is a companion product to the Gargoyle lubricants which are used in 70% of the world's Diesel engines, the majority of the large turbine units used to generate electricity and a large percentage of the ocean liners including the Leviathan, the Majestic and the Mauretania.

Let facts like these guide you in the selection of the oil which you put into your automobile engine.

You are always sure with

The World's Quality Oil

Mobiloil

VACUUM OIL COMPANY.

RIGA HAS FEW CARS.

TO ROUT GREASE.

Riga, the capital of Latvia, has 1488 motor cars travelling its streets. A year ago, the total was 1831. An American car, the Chevrolet, heads the list with 327.

PLAN BIG BUS LINE.

ISSUES MOTOR LIBRARY.

Plans are under way for the formation of a \$7,000,000 international motor bus line operating through eastern United States and Canada. The company, it is stated, is backed entirely by American capital.

HISTORY OF THE FREE WHEEL.

The Inventor of the Universal Ratchet Type.

(By C. M. Linley.)

Clutch Incomplete Success.

This clutch did not prove a complete success, as, owing to the fact that the rollers always jammed on the same spot on the cams, a dent or hollow soon formed there, when the clutch became inoperative. It, however, appears to have been improved, owing to the better steel available to-day, and with certain modifications, forms the nucleus of practically all the free wheels which are being applied to motorcars, excepting the Humphrey-Sandberg, which acts on an entirely different principle. Even on the bicycles the Cheylemore principle has practically been abandoned.

From the late 'seventies to the early 'nineties nothing was done in the way of popularising the unidirectional drive on either bicycles or tricycles, the reason for this being in all probability, that riders were not inclined to be entirely dependent on the brakes of the time, which were very unreliable, riding generally on the tyres, which before the pneumatic, used to come off their rims, and after the pneumatic came were more unreliable than ever, as should the tyre puncture the rider was left helpless.

Accusation Refuted.

I have been accused of inventing the free wheel as applied to the modern bicycle, but I am quite innocent; what really happened is as follows:-

About 1893 I introduced a variable gear for bicycles which took the form of an expanding chain wheel, the operation of expanding and contracting being performed by the rider reversing the direction of revolution of his pedals, a jockey pulley taking up the slack chain when the wheel was in its smaller form. This necessitated the use of a free wheel at the hub of the bicycle. I soon found that the brakes of the day were not good enough to rely upon, so I made the first rim brake, and exhibited it at the Stanley Show in, I believe, 1894. The expanding chain wheel did not catch on, but the free wheel and brake did, and spread like wildfire all over the world.

The next step was to make a reliable free wheel that was silent. Naturally I tried the Cheylemore plan, but found it wanting, so I adopted ratchets, but was faced with the problem of making them silent, so I reversed matters, putting the pawl inside the internal ratchet wheel, relying partly on centrifugal force and partly on springs made from mandoline wire to start their engagement with the teeth of the wheel, the angle being such that once entered they would find their way to full engagement before taking up the drive. Ball bearings were found necessary, otherwise the worn metal would drag the pawls and prevent them from acting with certainty. In 1906 I designed a pre-selective gearbox which was subsequently used on thousands of Commer lorries; I would then have employed a free wheel had the brakes of the day been more safe.

When Free-wheel Bicycles were Condemned.

It is amusing now to look back at the opinions expressed by those who at the time posed as experts in cycling matters. If I remember rightly, these gentlemen were unanimous in their condemnation of both free wheel and rim brake; one learned professor propounded the astonishing theory that the act of retarding a bicycle whilst descending a hill, by means of backpedalling, actually stored up energy in the rider, whilst another self-appointed expert prophesied that the rim would be worn through by the brakes in a few weeks. However, despite the critics, both devices have lived.

About 1908 the Mero gear appeared, the patent relating to it, seven in number, being dated 1905-7. This was a free wheel, much on the lines of those that have been recently introduced, combined with a locking device which enabled the engine to be used as a brake, the principle being that of the Cheylemore clutch. I made a thorough trial of this device and was much impressed with the ease with which gears could be changed, and have often wondered why it was dropped. Probably it was before its time.

TUNNEL IS PROFITABLE.

The Holland vehicular tunnel under the Hudson river was used by 7,650,000 motor cars and 1,760,000 trucks during the past year. A profit of \$5,200,000 was realized during 12 months.

FREE SPENDERS.

The 6000 motor touring parties which went abroad in 1928 represented an increase of 45 per cent. over 1927, according to the foreign travel division of the American Automobile Association. The amount of money spent by these parties in foreign countries totals close to \$40,000,000.

NEW STOP LIGHT.

A new stop light on the market now is placed in a direct line of vision for the approaching driver. The light is mounted in the rear window of a closed car and uses a neon electric tube which, it is reported, can penetrate fog, dust or exhaust gases.

CUTOUTS OUT.

Since Jan. 1 muffler cutouts have been illegal in California. They must be sealed in such a way that they cannot be used, or the driver is liable to arrest.

CLAMPING ON THE LID.

In a recent safety drive, highway officials of Massachusetts revoked the license of 1100 motorists in one week. The causes ranged from faulty brakes to improperly focused headlights.

A mighty tough test of Goodyear Silvertowns



Public buses can show you the facts about Goodrich Silvertowns. They give—
—added mileage, yielding more deliveries from a single set of tires
—continuous mileage, freed from trouble, which gets deliveries to customers on time
—sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:

UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road, Central.

Phone C. 4915.

All sorts of Automotive Accessories also in stock.

One GILLET entered. ONE GOLD MEDAL
Some SUCCESSES obtained in 1928 by
Mr. CLARK an amateur with his GILLET
500c.c. two port

LONDON-EXETER

LONDON-GLOUCESTER

COLMORE CUP

LONDON-EDINBURGH

LONDON-LAND'S END

SCOTTISH 6 DAYS

INTERNATIONAL 6 DAYS' TRIALS

7 Trials Entered, 7 Gold Medals

GILLET D'HERSTAL

Holders of 32 WORLD'S RECORDS

Sole Agent:

THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, KOWLOON.

THE MOTOR UNION INSURANCE CO. LTD.

Incorporated in England.

(Under the auspices of the Automobile Association)

PROMPT AND LIBERAL CLAIM SETTLEMENTS.

LOCAL AGENTS.

THE UNION TRADING CO. LTD.

Phone C. 578.

RIDE CONTENTEDLY ON MICHELINS

Distributors:

A. GOEKE & CO.

4th Floor,

China Building.

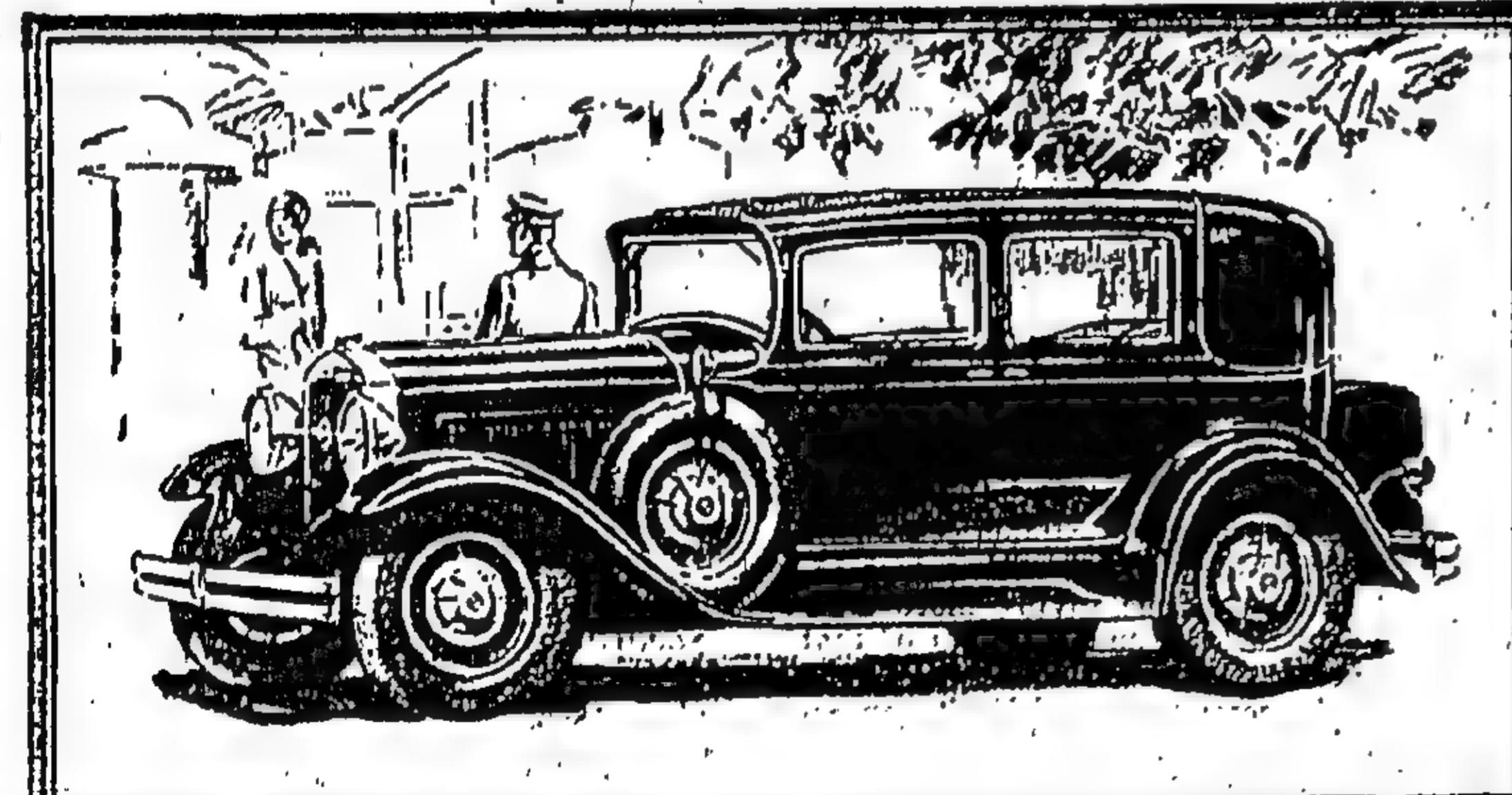
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FIAT GARAGE

Tel. C. 2221.

Tel. C. 4821.

MICHELIN



THE Commander—the world's most sought after fine car—is now still finer... an Eight at the price of a six!

A new Commander Eight by Studebaker, builder of champions! Worthy heir to the laurels of its gallant predecessor—The Commander which traveled 25,000 miles in less than 23,000 minutes!

The new Commander Eight rides more easily—seats its passengers more comfortably—clings to the road at high speed even more steadily. Artists in coachcraft have deftly re-directed its

A Studebaker Eight—
at the price of a Six

Expect, when you take the wheel of the new Commander Eight, to find a still greater measure of brilliant performance, for all that made the former Commander a champion six has been brought still closer to perfection.

It is a Studebaker Eight and a champion! There are no finer motor car credentials than these.

Studebaker Four Lines

[Studebaker builds four great lines of cars—The President Eight (50,000 miles in 26,325 minutes); The Commander (10,000 miles in 27,900 minutes); The Director (70,000 miles in 27,125 minutes); The Lincolns (10,000 miles in 28,400 minutes). Each is backed by Studebaker's 12,000,000 guarantee.]

Prices range from H. K. \$2,520 to H. K. \$6,140

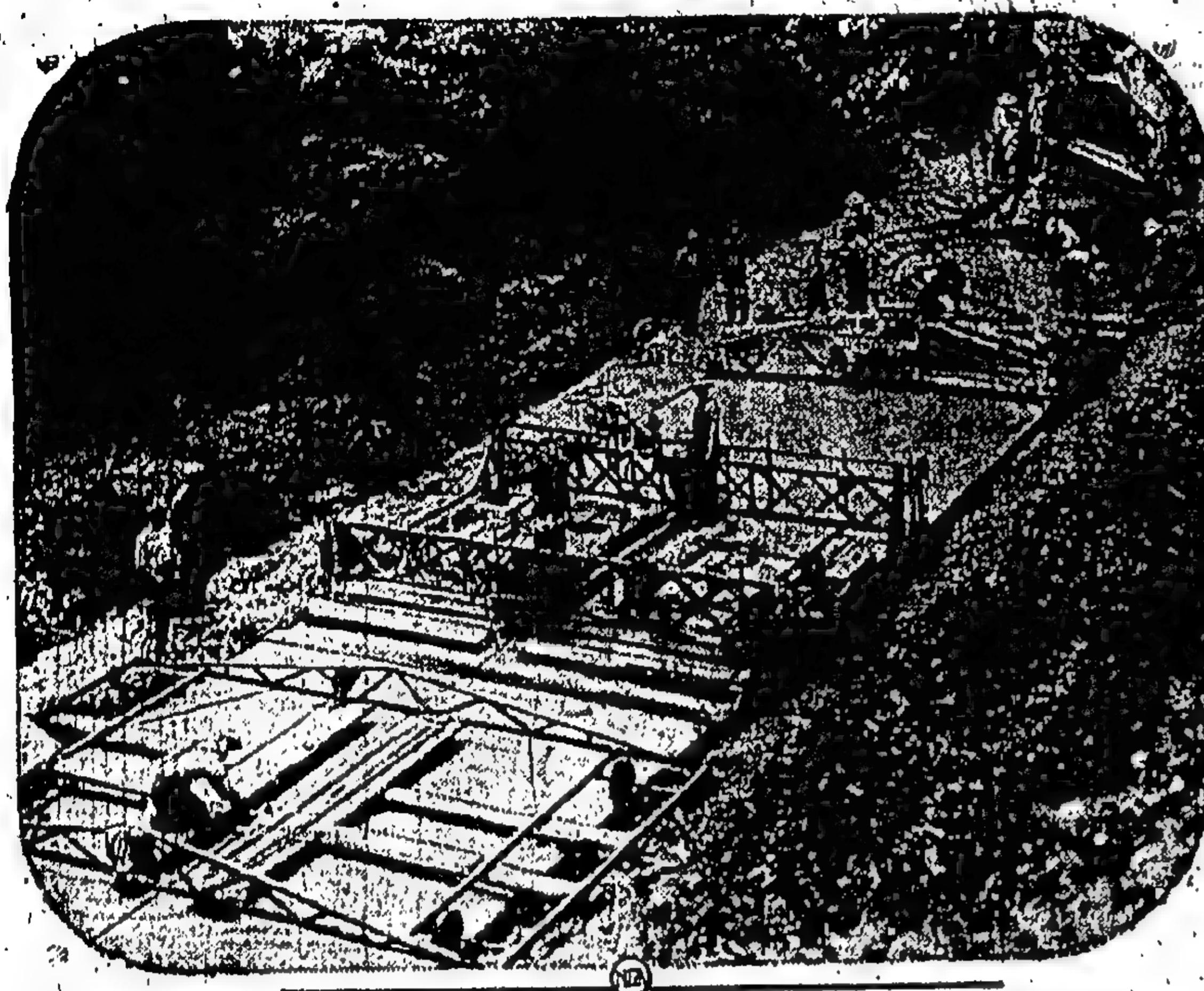
THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

HIGHWAYS BY "MASS CONSTRUCTION."

Massive Machinery Instead of Gangs.

[Special Report to the Hongkong Telegraph.]
[By Israel Klein.]

This is how a modern concrete highway is built. From the concrete mixer at right, past the joint machine behind, the work goes so fast that 1500 feet of highway can be built in a day.

Cleveland, Jan. 21st.—This automobile age has made highway building as much a part of mass production as the automobile itself.

No better sign of this development can be noticed than that presented at the annual exposition of the American Road Builders' Association in Cleveland. Machinery has replaced man-power, speed and efficiency are the watchwords and mass construction is the goal.

Levees Laid Down Quickly.

A casual review of the road show here reveals how modern highways are built. A few men to take care and guide the machinery, and an entire concrete

pavement can be laid with the same ease that a carpet is put down in your home.

The machinery for such work runs the entire gamut of construction from pioneering to finishing. Massive steam shovels, excavators and ditch diggers were exhibited to show how one machine can do the work of dozens of men in a short time.

Levees Laid Down Quickly.

It is said that it takes one husky labourer a whole day to move only 12 to 16 cubic yards of earth 100 feet. The levee excavator, taking a 3½-yard bite at one time, moves 225 yards of earth in an hour. It weighs 230,000 pounds, yet it is so constructed that it can be disassembled and loaded in a day for removal.

While the road is being excavated, ditch diggers alongside open five to six-foot trenches for laying of pipes. Nothing like the slow, back-breaking work that the

World War veterans remember. Now it's merely a matter of putting a machine in place and clawing out the ground with steel-pointed buckets on a belt.

Road Crusties Replate Convicts.

The trucks that remove the earth and as massive as the other machinery. One truck has six broad wheels along the rear axle so that no kind of soft earth can keep it from driving itself out.

With the road cut out, the laying of asphalt or concrete is swift and easy. For each type of road there are massive rock crushers and graders that prepare the foundation so short a time it would make thousand convicts dizzy.

The greatest progress has been shown in the construction of concrete roads. Here were shown massive arrangements of steel called "grabatches" which weigh or measure out the proper batches for road making. These, complicated and heavy as they are, are portable to the extent of setting them up at railroad sidings near the new job.

All in One Operation.

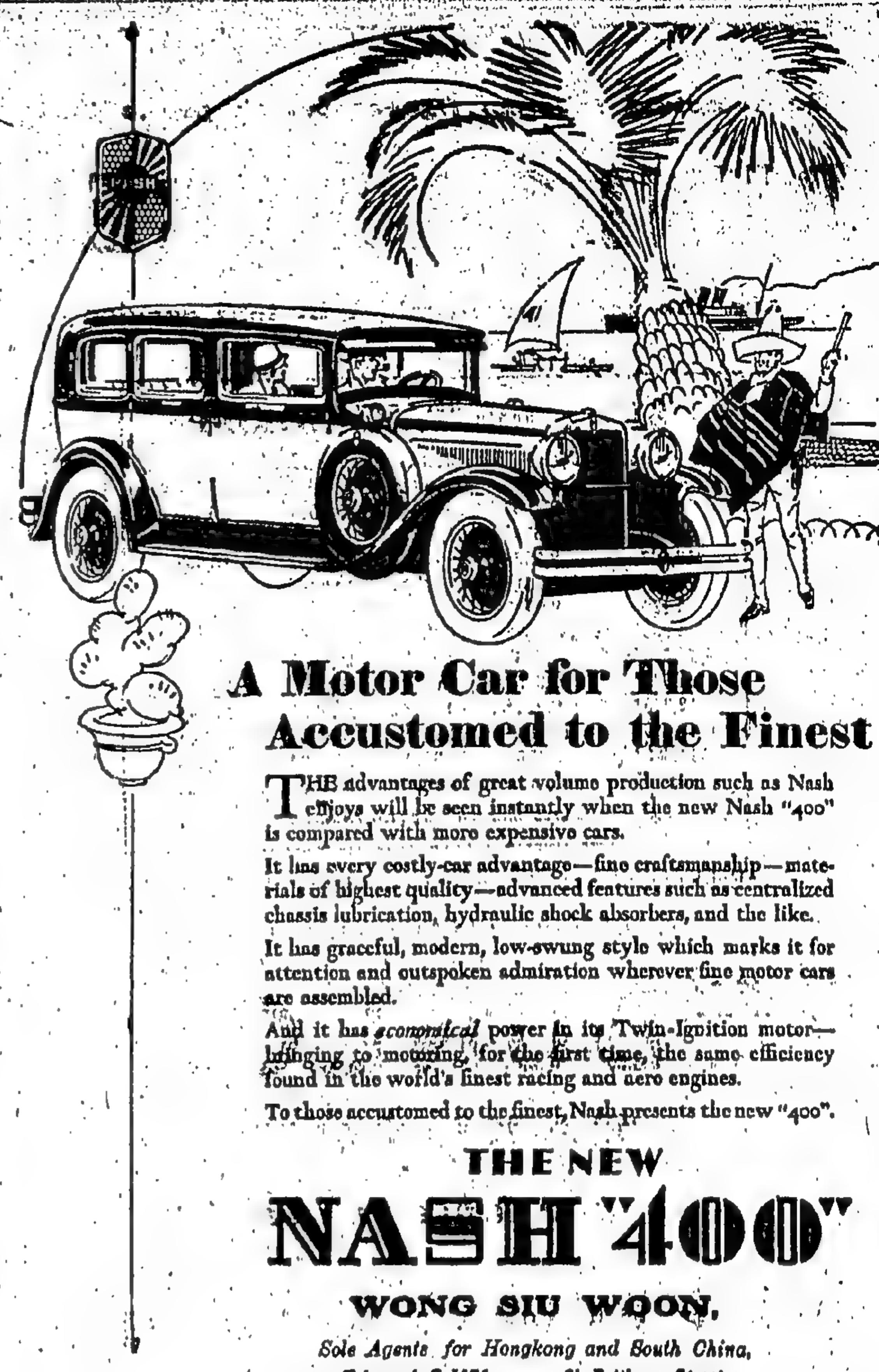
From this, trucks move the batches to massive concrete mixers, where cement and water are mixed with the stone and sand. These mixers move slowly ahead as they lay the concrete over the new roadbed. Right behind comes the road finisher, a unique machine that smooths the roadbed all the way across and moves along with the work.

After the finisher, several models of which were on exhibit, comes the road joint machine which cuts deep joints along the middle of the fresh road and across at regular intervals, and then pours hot tar into these joints to prevent cracking of the concrete with the changes of the weather.

Such a machine, operated by two or three men, eliminates further maintenance of concrete roads and saves 50 per cent in cost of its construction. It is said.

Dragging behind is a bridge arrangement on which a man smooths the joints.

All this and other auxiliary machines at this road show presented a new phase to road construction. Not only are they designed for rapid work, but they are built to assume the increasingly plastic demands put upon road builders by modern traffic.



A Motor Car for Those Accustomed to the Finest

THE advantages of great volume production such as Nash enjoys will be seen instantly when the new Nash "400" is compared with more expensive cars.

It has every costly-car advantage—fine craftsmanship—materials of highest quality—advanced features such as centralized chassis lubrication, hydraulic shock absorbers, and the like.

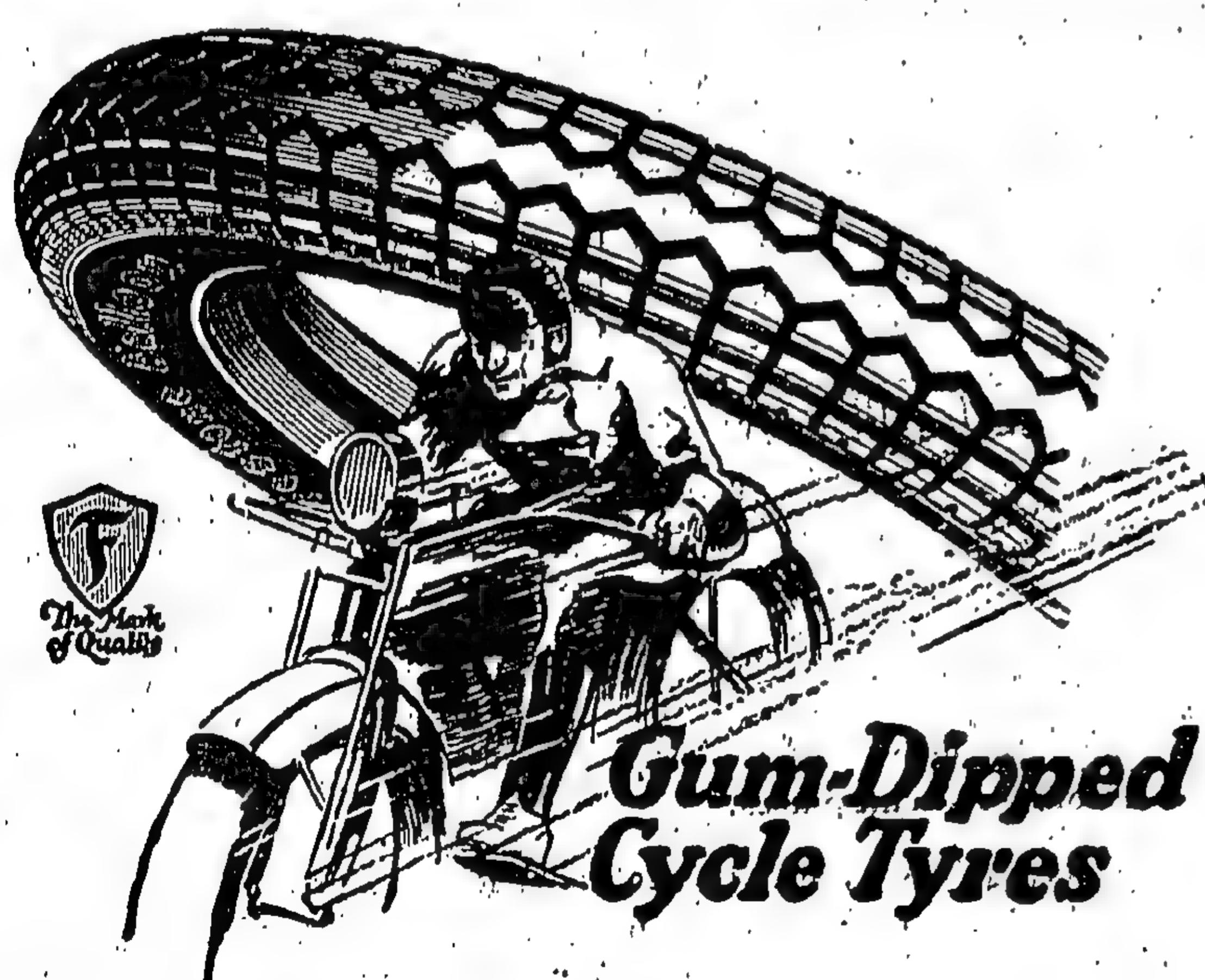
It has graceful, modern, low-slung style which marks it for attention and outspoken admiration wherever fine motor cars are assembled.

And it has economical power in its Twin-Ignition motor—bringing to motoring, for the first time, the same efficiency found in the world's finest racing and aero engines.

To those accustomed to the finest, Nash presents the new "400".

THE NEW
NASH 400
WONG SIU WOON.

Sole Agents for Hongkong and South China,
Telegraph C. 1474. 21, Pottinger Street.
SERVICE STATION—26, Des Voeux Road Central.
Telephone C. 644.



Gum-Dipped Cycle Tyres

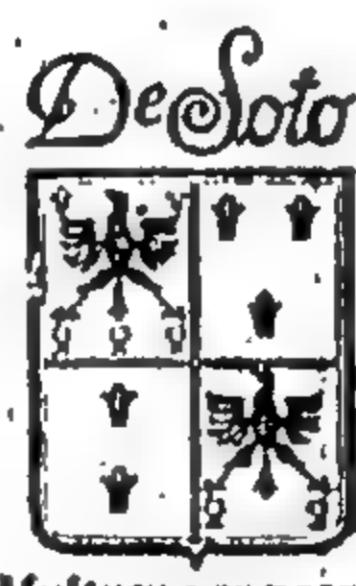
A cycle tyre that will give you confidence in any kind of "going." The tread is scientifically designed to hold fast when turning, twisting and manoeuvring in traffic. Under this safety tread is a carcass built of cords dipped in rubber solution, providing extra stamina, strength and long wear, and protecting the cords from fatigue. Economize with Gum-Dipped Cycle Tyres. Call upon us, when in need.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
38, WONG NEI CHUNG ROAD, HAPPY VALLEY.

It's here... the new six that has taken the world by storm



New De Soto Six Features

Chrysler-designed engine, with "Silver Dome" high compression, using any grade petrol.

Smoothness and quietness of operation at every speed on the speedometer.

Performance brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

Rubber insulation of engine, new-type piano-strut pistons, new-type crankcase ventilator, etc.

Four-wheel hydraulic internal brakes with moulded brakes lining, giving instant and squeakless stopping in any weather.

Slender-profile radiator, new-type lamps, with beautiful cowls and cow-lids, all chrome-plated.

Riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

Roominess in the long low-slung bodies, seating five adults with a surplus of comfort.

Richness of interior appointments, with high grade materials for closed cars and genuine leather, pigskin, grain, for open models.

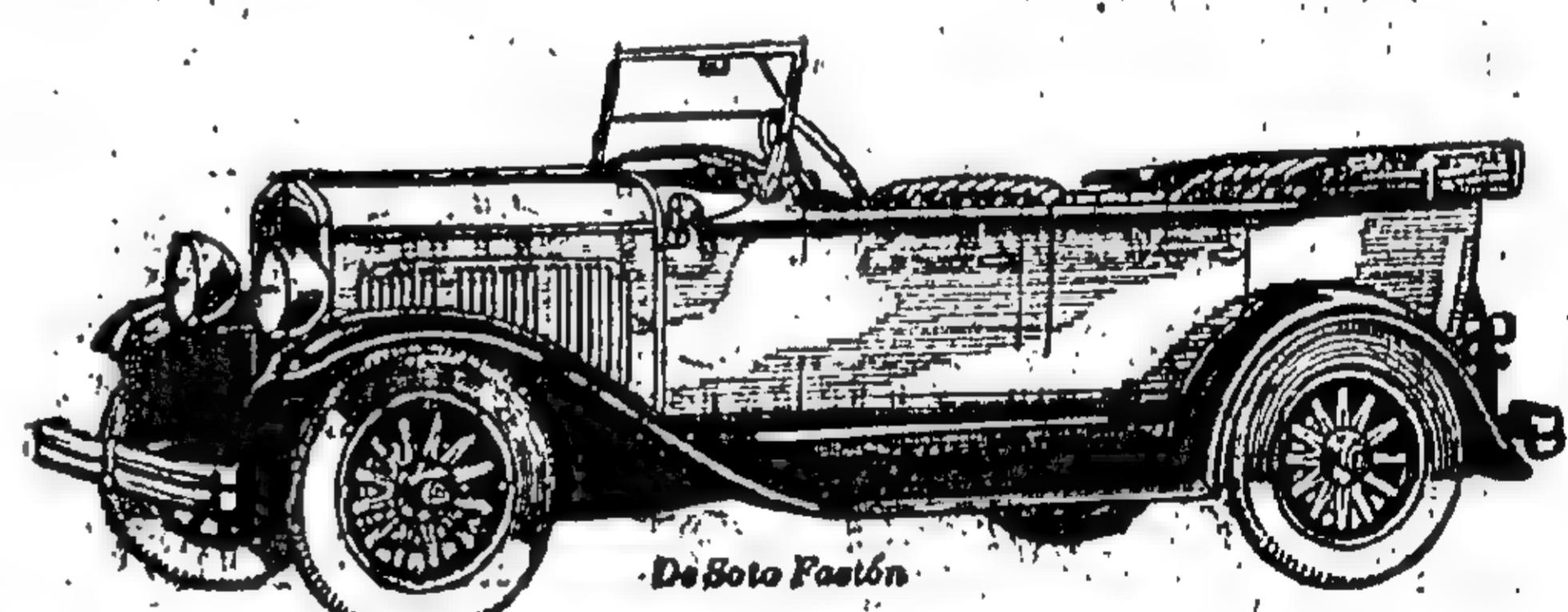
Arch'd window silhouette, new air-wing mudguards, new charming colour combinations.

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15,850*	12,650*	11,482*	15,200	12,510
13,667	8,352*	12,017*	14,780*	16,858
15,532	10,761*	8,553*	14,730*	13,355*
15,120	8,082*	7,785*	14,320	13,303
14,633*	8,732*	11,798*	13,950*	15,083
15,500*	8,836*	9,877*	14,150*	15,051
11,900*	9,315*	8,665*	15,870	15,035
15,355*	7,022*	10,294*	12,900*	17,870
11,680*	10,784*	9,910*	14,650*	12,671
11,680*	8,476*	10,332*	13,250*	13,944
12,730*	8,177*	8,909*	16,300	11,968

Tyres marked* are still running

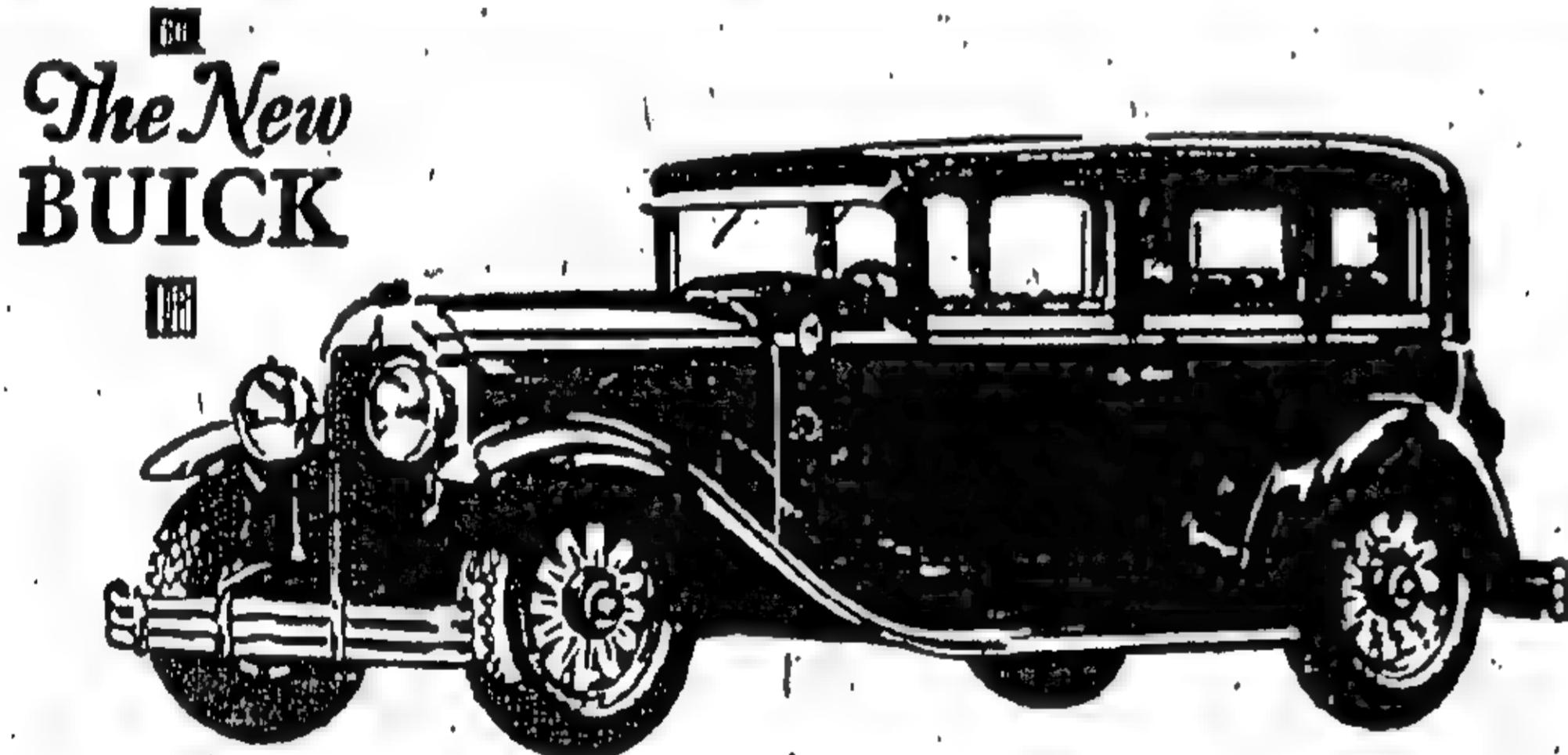
Evidence on such an extensive scale as this, covering so many tyres, must show the real truth!

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five months ago and
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Not only instant but countrywide acclaim greeted this great new Buick on its introduction five short months ago! For Buick was new—new in style—new in performance, new in comfort... And Buick is new today—its quality as unequalled—its leadership as obvious and outstanding as on the day of its introduction!

Buick's new Masterpiece Bodies by Fisher are unrivaled fashions—outstanding favorites.

Buick's triple-sealed Valve-in-Head engine—the most powerful engine of its size in the world provides performance unequalled by any other car.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.
WHEN BETTER AUTOMOBILES ARE BUILT IN, BUICK WILL BUILD THEM.**OVERHEATING.****A Few Useful Hints.**

Hot weather may not be the only cause for overheating of the motor. In fact, if the engine and all its accessories are in good condition; if the radiator is full of water, and the motorist is driving properly, there should be no cause for overheating of the motor—no matter how hot the weather.

Of course, the hotter it is, the more frequent is the necessity of refilling the radiator—but so long as the cooling system is kept fully supplied with fresh water there should be no trouble.

When overheating occurs, therefore, look rather to the motor—and the motorist—than the weather.

Overheating may result from one or more of the following causes:

1. Lack of water supply.
2. Constricted holes in the gasket where the pipe connects to the pump and water jacket.
3. Worn hose connections.
4. Rust or lime deposits on jacket walls or radiator tubes.
5. Carbon in the cylinders. This causes detonation, and detonation causes overheating.
6. Racing the engine in low gear, or driving too far in low.
7. Retarding the spark too far.
8. Poor ignition, causing misfiring of the engine.
9. Poor valve timing, especially on the exhaust side.
10. Too rich a mixture.
11. Lack of oil or poor oil, causing friction between pistons and cylinder walls.
12. Clogged muffler, caused by heavy mixture or too much oil.
13. Loose and slipping fan belt.
14. Pump not working properly.
15. Brakes dragging, causing the engine to pull harder.
16. Bearings too tight.
17. Radiator clogged with mud or dirt, or an obstruction in front, preventing passage of air.

Most of these causes can be prevented. Many can be cured by the driver himself.

At times, however, the only way to prevent overheating is to carry an extra supply of water. This may occur on a long mountainous trip, or one across the hot deserts of the west. At the most of these places there are convenient water holes, where it is advisable for the

IT'S AN ILL WIND.

motorist to stop and refill his radiator.

It should also be remembered that oil is used up more quickly on long steady runs than in city driving. The oil should be replenished more often, therefore.

Lack of oil, it has been noted, is one of the causes of overheating. Therefore both oil and water should be kept at a steady level.

It may be noted, also, that much depends on the driver and his way of handling the wheel and throttle, in keeping the engine from overheating. Use of low gear, the spark lever and the brakes depend much on the motorist, and mis-handling of these will cause overheating of the engine.

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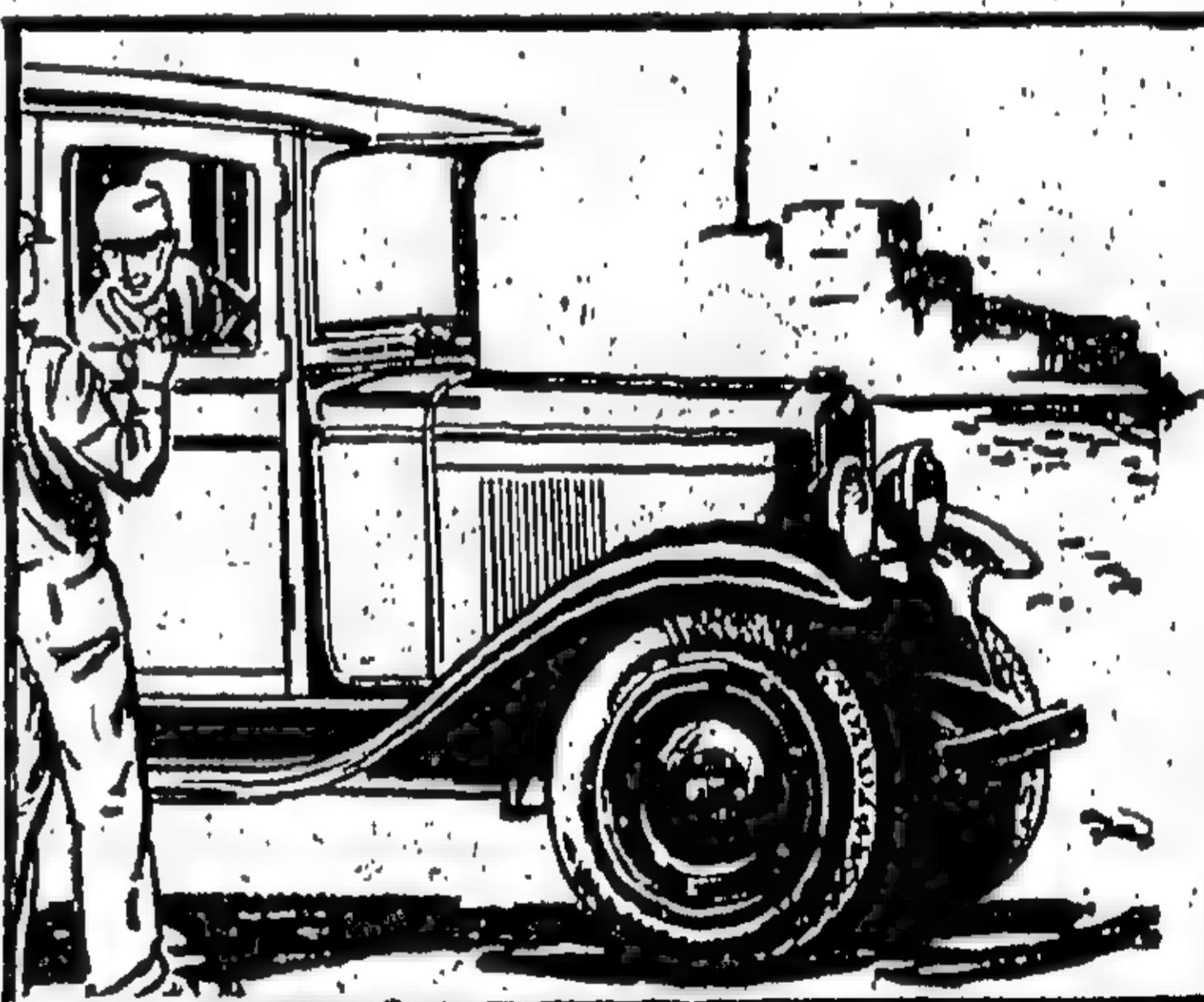
**The Republic
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**FOR HEAVY DUTY
ECONOMICAL
TRANSPORTATION.**



Drivers of far more expensive trucks are amazed at the ease and quickness with which the New Chevrolet transports capacity loads over all sorts of roads—up mean hills—and through difficult places.

Never, they say, has there been such a Chevrolet truck. Never have they seen such brilliant performance when tremendous extra power and flashing acceleration were imperative. Never such ease of handling.

And when costs per-ton-mile are figured out, you will realize that Chevrolet's reputation for economical transportation is carried a big step forward—that the New Chevrolet truck does a bigger, harder day's work with the same remarkably low fuel and oil consumption, and low service cost.



A six in the price range of the four

HONGKONG HOTEL GARAGE.

25, QUEEN'S ROAD CENTRAL.

TEL. CENTRAL 4759.

UNIFORM LAWS.

Motoring in the United States.

NEW CODE DESIRED.

New York, Jan. 21. In most of the 43 states whose legislatures convene this month, the National Automobile Chamber of Commerce will seek to have the "Hoover Uniform License Law" adopted.

It is already in effect in 11 states where, according to National Safety Council figures, motor accidents have been cut 20 per cent.

The code grew out of a conference organized in 1924 under the chairmanship of Herbert Hoover which was attended by traffic authorities from every section of the country. Its chief features are:

1—No person shall drive a motor vehicle unless licensed by the state vehicle department.

2—Licenses shall not be issued to persons under 16.

3—Licenses shall not be issued to persons unable to understand signs in English.

4—Licenses shall not be issued to habitual drunkards, drug addicts, insane or feeble minded or those afflicted with physical or mental disability such as to prevent reasonable control over a motor vehicle.

5—Those who have previously

driven a car at the time when the law is first enacted may obtain license upon application.

6—All new drivers must pass an examination.

7—Re-licensing shall not be required more than once every three years.

8—Courts shall report to the state department all convictions for violations of motor laws and may recommend suspension of license.

9—Any person who has been denied a license or whose license has been revoked may appeal to the courts.

10—Application of minors under 18 must be signed by parent or guardian or employer, who then becomes liable for any negligence in driving by such minor.

THE CAR AND THE CHEMIST.

Development and Improvements.

BEHIND THE SCENES.

It does not need the artful aid of alliteration to help us to appreciate the contributions of the chemist to motor car construction. In the modern car, whether one considers the special metals for the engine and the chassis, the petrol or other fuel, the lubricating oil and grease, the rubber for the tyres, the paint or varnish, or the glass for screens, and so on, the master mind behind them all is that of the chemist.

The development of the light-weight, high-speed car is largely due to alloy steels. Highly stressed working parts have to be made of metals specially adapted for the purpose, and naturally the metallurgical chemist must determine the composition which gives the required properties. Not only in steels, but in the development of light-weight alloys with aluminium or magnesium base, the metallurgical chemist has assisted the progress of the extremely efficient engines of to-day.

The Case of Tyres.

It is common knowledge that, though thousands of pounds are spent annually in research on rubber, many fundamental problems remain obscure. The chemist's work goes right back to the rubber plant, investigation of the latex, and of the elusive problem of the constitution of caoutchouc.

He is concerned with discovering improved accelerators for vulcanizing rubber and proving protection against wear, ageing, deterioration, and perishing. The success of his efforts is readily to be gauged from the mileage of present-day tyres as compared with the results obtained ten years ago.

The chemistry of petroleum is extremely interesting as well as industrially important. The process known as fractionating, or cracking, the petroleum yields the lubricating oil as well as the petrol spirit. The development of the modern high-compression engine accentuated the trouble of engine knock or pinking due to detonation. Here again the chemist has been called in to diagnose the complaint, and by means of metallic dopes has succeeded in producing anti-knock fuels.

The chemistry of cellulose is playing an important role in the body finish of modern cars. The chemist's achievements in the paint and varnish industry are illustrated by the synthetic materials which are coming more into general use, and his researches into the resistance of paints to exposure, darkening, blistering, cracking, and so on, are continually improving the quality of this important body-finishing material.

Motor upholstery requires tremendous quantities of leather. The chemist has solved many difficult problems in connexion with leather manufacture, in particular as regards the tanning operations.

Safety from the Laboratory.

Everyone appreciates the progress indicated by the manufacture of unsplinterable glass, and tribute must be paid to the chemist for the production of glass which has provided greater durability, reduced brittleness, and given greater shock-resisting powers. A glass that can be bent without breaking attracts popular

PEDESTRIAN CONTROL IN TRAFFIC.

Holding the Scales Even.

[By Walter P. Chrysler.]
President of the Chrysler Corporation.

Seventy per cent of all traffic fatalities result from collisions between motor vehicles and pedestrians.

It follows that any helpful plan to segregate motor vehicular and pedestrian traffic must necessarily command attention. Today we have motor vehicular control. The movements of passenger cars, trucks and buses are regulated in most communities by electric lights, hand semaphores operated by traffic officers, and by signals given by traffic policemen. But in most cities we haven't much in the way of pedestrian control.

"Pedestrian control" is probably an unfortunate expression. It seems to carry with it the idea that some one is trying to deprive the pedestrian of some of his rights. The plain truth is that the advocate of pedestrian control simply wishes to get into the pedestrian's mind that traffic rules, regulations and signals are equally as much for his safety and convenience as they are for the motorist.

Large cities can well afford to study the experience of Los Angeles, which has learned that pedestrian control is, like practically every other safety measure, a matter of education.

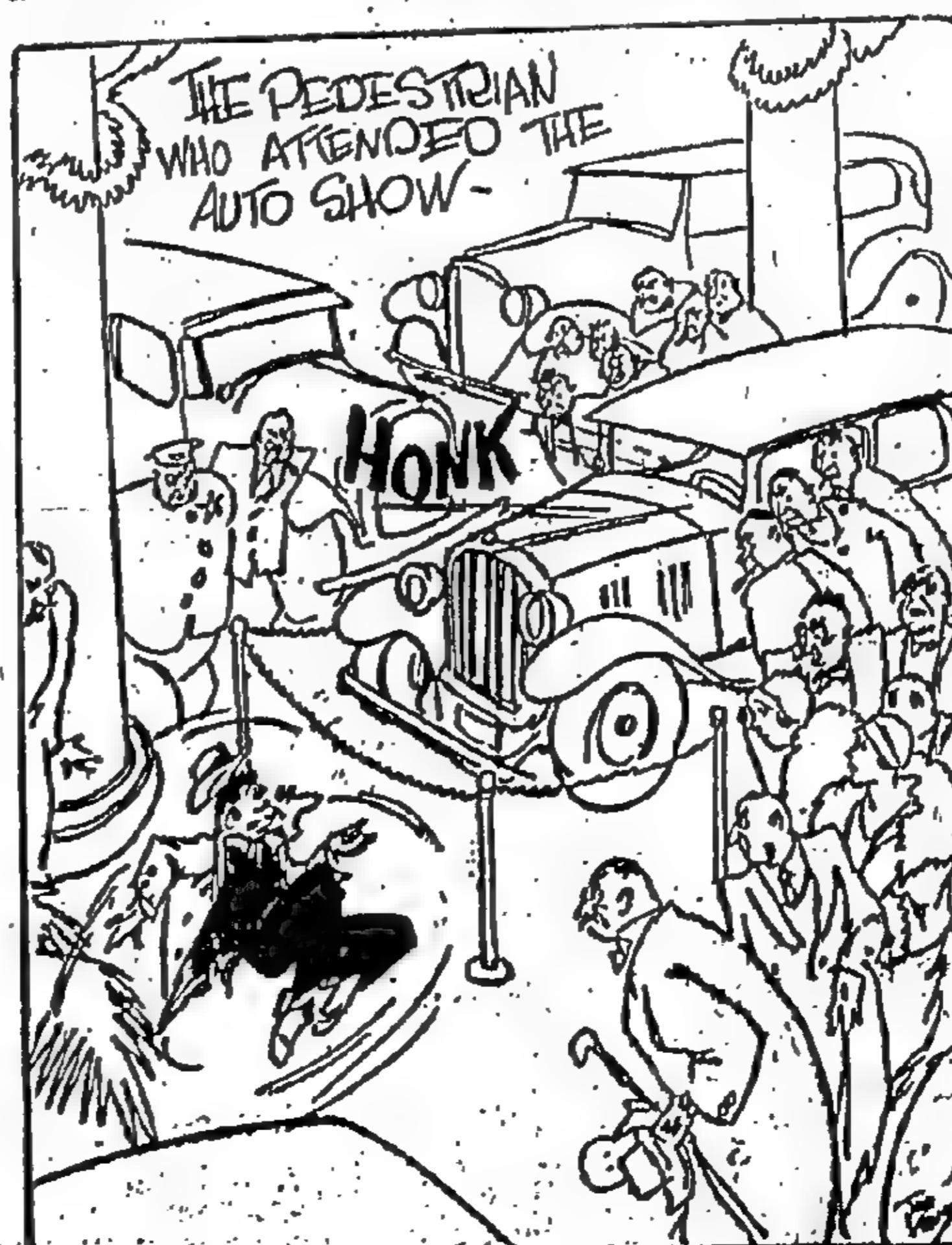
Complete control of both pedestrians and automobiles followed a series of experiments in dividing the right-of-way between the motor vehicle and the pedestrian. For a long time Los Angeles has had a regulation compelling automobiles to stop behind standing cars, which provides protection to pedestrians desiring to board or alight. Next, primarily to protect school children, white lines were drawn across streets where large numbers of children regularly crossed. Motorists were required to stop before crossing these lines. This was not successful, because it compelled many motorists to come to a full stop

attention, and the chemist has now achieved the apparently impossible in the invention of organic glass, for which, no doubt, there is a considerable future.

Without detracting in any way from the contributions of the mechanical engineer, the designer, the mass production manager, and others, who have assured the industrial development of the automobile, our debt to the chemist is so plain as to need no emphasis. It is not beyond the limits of accuracy to state that the industrial chemist has made motoring as we know it to-day a practicable proposition.

A new degree of ease and safety in steering has been introduced into the field of low-priced, light automobiles by the new Model A Ford. This steering gear is of the worm and sector type heretofore used only in cars of much higher price class. It is known as the "Three-quarter irreversible" type, which means that a very light hand on the steering wheel will hold the front wheels straight and true even over road bumps and ruts, but that the driver always retains that much desired "feel of the road" which is lost with the full irreversible type of steering mechanism.

FORCE OF HABIT.



INTRODUCING

THE

1929

MODELS

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UNAPPROACHABLE

NORTON

MOTOR CYCLE

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WONDERFUL

REPUTATION

at Brooklands and

other British Tracks

— and in all Road

Events —

NORTON CYCLES

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Positions in South

Africa, Australia,

France, Holland,

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Switzerland, Spain

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YOU'LL WANT IT!

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ALL MODELS IN STOCK

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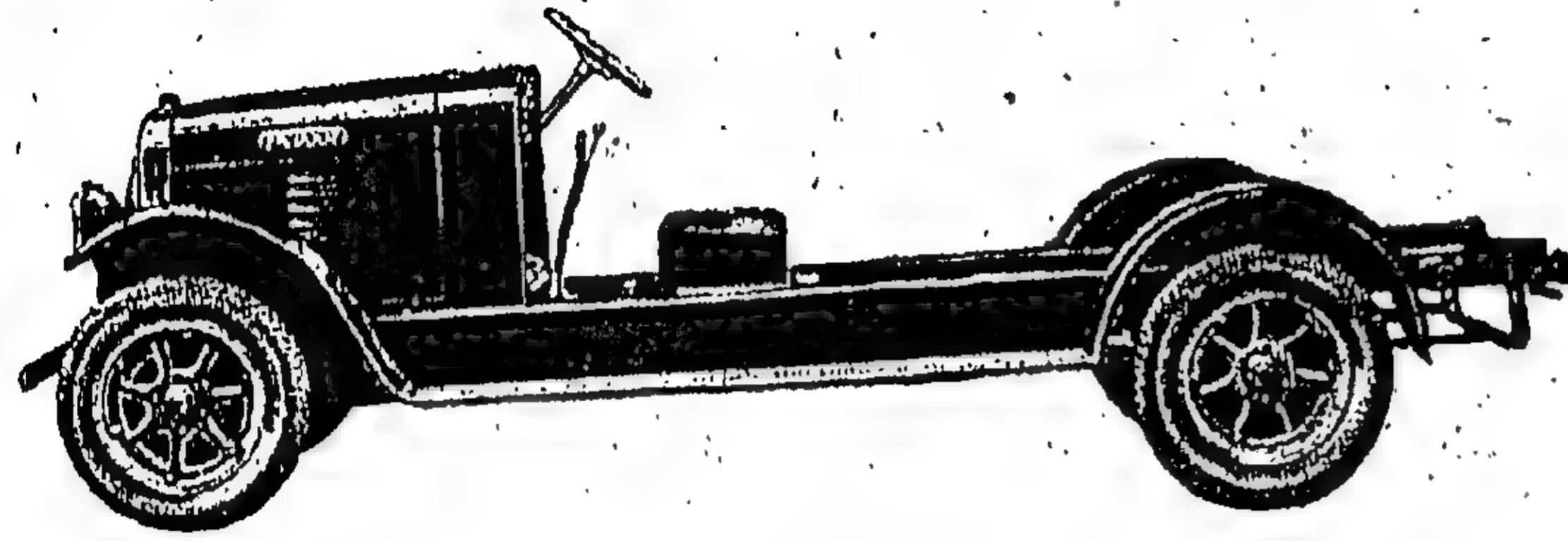
GOOD YEAR

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Wire wheels extra

CHRYSLER
New Grace, New Style, New Beauty
Greater Value

Chrysler's new style is so original that imitation even in the least detail must plainly indicate the source of inspiration. Its pleasing grace more than ever obsoletes the bulky and cumbersome. The new Chryslers differ from all other motor cars in their utterly new treatment of slender-profile radiator, air-wing mud guards, arched windows—to mention only a few of

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The Republic Motor Co. of China.

(Successors A. LUNG & Co. Auto Department.)

30, 32 Des Vœux Road.

NEW CHEVROLET.

Big Future Assured.

MANY IMPROVEMENTS.

The new six-cylinder Chevrolet is destined to not only retain its position of leadership throughout the world but also to win millions of new friends. A study of the car's specifications reveals many interesting details. For example:

The crankshaft is of unusually rugged construction with large efficiently lubricated main and connecting rod bearings. This crank is delicately balanced and made of the finest crankshaft steel. Due to the short stroke of the engine the arms or throws of the crankshaft are comparatively short. This results in a minimum of strain on the crankshaft and unusually smooth operation.

Quiet valve operation is obtained by automatic lubrication and of all valve operating parts. The oil pump forces an ample quantity of oil up through a pipe to the valve mechanism. The oil is then allowed to flow through hollow shafts lubricating the rocker arms and the ball and socket joints at the upper end of the push rod.

On actual dynamometer tests the new Chevrolet engine develops 48 horsepower at the low engine speed of 2300 revolutions per minute. At all ordinary driving speed it develops from three to four times the amount of power required to drive the car. This surplus power insures outstanding acceleration and flashing performance.

The new six cylinder motor again offers the time proved valve-in-head design. Years of research and testing have also made it possible to develop an improved combustion chamber resulting in a surprising amount of power. High compression is used successfully with out detonation of spark knocking as it is frequently called.

The new motor is provided with three openings through which the gas passes through the cylinders. This insures a plentiful supply of gas when running at top speed.

Your exhaust openings remove burned gasses quickly from the motor. This is another feature of improved engine performance.

Gas passes through the heated exhaust manifold. This feature helps to vaporize the gas so as to obtain the maximum power from it.

Before this great improvement was offered every feature of design and performance was tested and proved over millions of miles under the hardest of driving conditions.

Chevrolet is able to offer to the public this outstanding value only because of its tremendous purchasing power in combination with General Motors and its practically unlimited engineering tests and research facilities.

**FIAT SIX CYLINDER IN
MILAN-OSLO.**

Italian motorists recently sought to honour the memory of the great Norwegian explorer, Amundsen, who perished in a gallant attempt to bring help to the crew of the Italia, by organizing a visit by road to the Norwegian capital. The run, which was organized by the Automobile Club of Milan, was rendered difficult by reason of the advanced season and the high altitude of the Countries traversed, and submitted both men and machines to severe test.

Rain, snow, ice, and biting winds had to be endured, while the high average speed to be maintained for the distance of nearly 1,400 miles made it necessary to drive at a fast pace. Among the cars taking part in the run was a Fiat model 520 six cylinder, with Mr. Eugene Silvani, of Milan, at the wheel. This car behaved excellently throughout, and was one of those arriving within the time limit imposed. The driver stated that not only the public by the roadside but the drivers of other cars were much impressed by the speed, the acceleration, and the road holding qualities of the Fiat, which was one of the few cars to get through without serious difficulty.

NOTICE

**TO
ADVERTISERS**

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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**SOUTHERN RAILWAY
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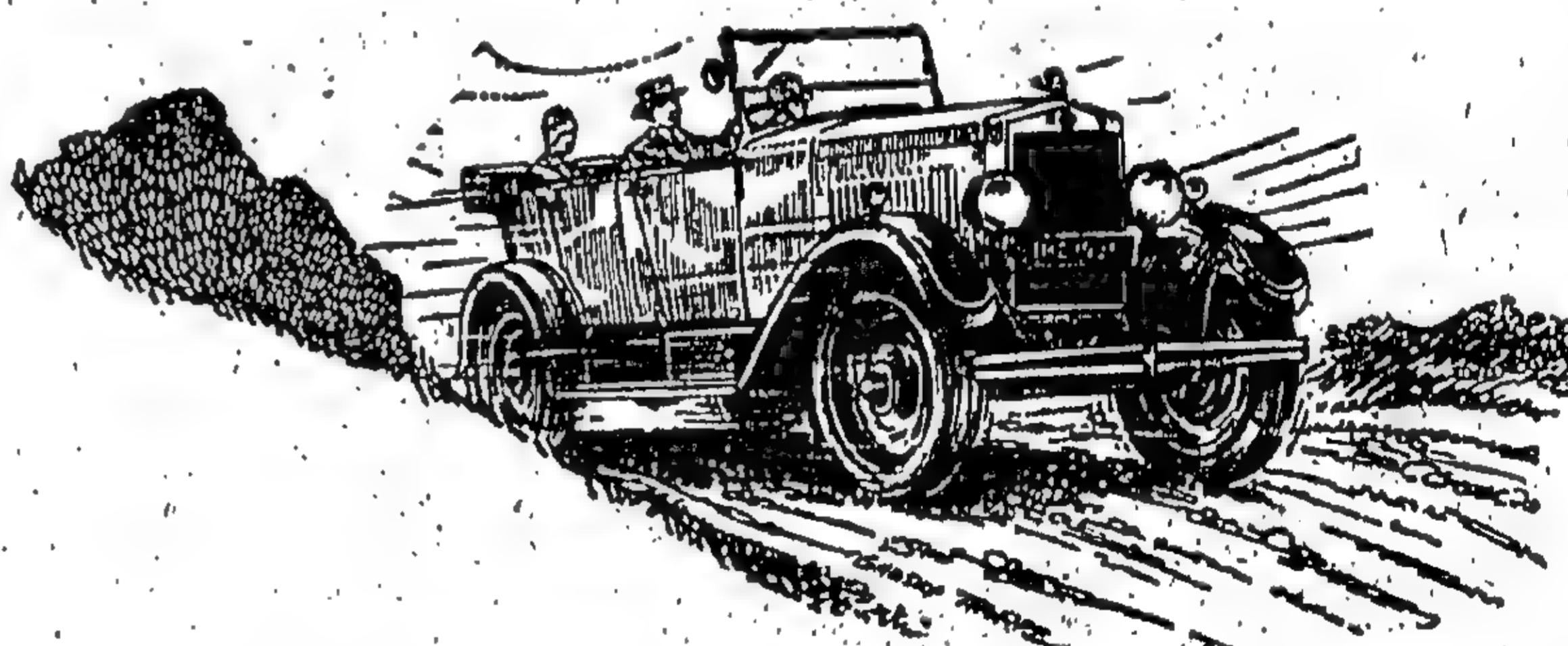
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a car for your roads



A FULL five-seater car with high clearance, 56 in. track, deep springing—and built like a steel bridge! A power output that is smooth, certain in all conditions of climate. A fast mover, a hill climber. As strong as many horses and always reliable.

This is the higher-powered Morris-Cowley, the car that was designed with a foreknowledge of colonial conditions. Built with a care for detail—a choice of material, to ensure its hundred per cent efficiency under the most arduous usage. It is a most successful car, this worthy product of Europe's greatest automobile building organisation.

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THE LEUNG KWONG DISASTER.

ARRESTED MAN DECLARES HE IS INNOCENT.

UNUSUAL CHARGE.

A charge of manslaughter arising out of the collision between the s.s. Moonshin and the s.s. Leung Kwong at Capasulman Pass in May, 1927, was brought against the pilot of the Leung Kwong before Mr. T. S. Whyte Smith at the Kowloon Magistracy this morning. The defendant, Lo Tai (40) described as the pilot of the s.s. Anjou, of Ng Chau village, Chong Ng District, Kwangtung Province, was indicted on a charge reading: "For that you, Lo Tai, on May 9th, 1927, feloniously did kill and slay one F. E. A. Martin and others unknown on board the s.s. Leung Kwong at Capasulman. In the waters of this Colony, against the peace of our Lord the King, his Heirs and Dignity."

The case was called as soon as the Court sat, but Sub-Inspector Andrews asked that it be put over for a short time, as he was awaiting the arrival of the warrant. It was the intention of the prosecution to offer evidence of arrest and then ask for a week's formal remand.

According to Warrant.

His Worship, on looking at the charge, said it was a little unusual. The defendant was charged with killing and slaying.

Sub-Inspector Andrews replied that he had adhered to the word on the warrant as far as possible. The charge was made out according to the wording on the warrant.

His Worship asked if the charge would be amended later and was told that possibly the words "and others unknown" might be obliterated.

His Worship remarked that the defendant should know who he was charged with killing.

When the case was called on again, Inspector R. Lanigan gave evidence of arrest. He said that at 6.30 p.m. on March 21, by virtue of a warrant produced, he arrested the defendant on board the s.s. Anjou and took him to the Central Police Station where he was handed over to the Chief Detective Inspector.

Sub-Inspector Andrews:—Where was the Anjou when you arrested him?

Witness:—At the Sai Kung Wharf on Connaught Road West. How did you know this was Lo Tai?—He was pointed out by Indian guard No. 186.

His Worship (to defendant):—Any questions?

Didn't Know Why.

Defendant:—I don't know why I was arrested.

Witness:—I called the Chief Officer and he called him (defendant) up on board and the Indian guard said he was the man of the Leung Kwong.

His Worship:—That's not answering my question. He said that he did not know why he was arrested. Have you any reason why he should know why he was arrested?

Witness:—I reported to the Captain why I wanted the defendant.

His Worship:—When he was arrested he was not informed why he was arrested?

Witness:—I did not inform him why he was arrested.

His Worship pointed out to the defendant that the Court Interpreter had already explained the charge to him.

Sub-Inspector Andrews informed his Worship that the charge was explained to the defendant yesterday when he made a statement.

"Didn't Do It."

After speaking to the defendant, the Interpreter told the Court that "he means to say that he did not do it."

His Worship:—It's no use asking this witness about that. He doesn't know.

The defendant protested that he was innocent and did not kill anyone.

The case was adjourned for one week.

Lieut.-Commander Douglas-Hallton, late of H. M. S. Mantis, is a through passenger for London on the P. and O. s.s. Khyber, which arrived at Hongkong yesterday. He was in charge of the Mantis when she made her remarkable passage from Chungking in the spring of 1927, when all foreigners were being evacuated.

It is advertised that no Peak trams will be run after the 12.05 on the night of Sunday, March 24.

FOCH MEMORIAL SERVICE.

(Continued from Page 1.)

You may rebuild a shattered fortune, but you can never fill with the old love, that empty chair. Everything must be left at death: home, friends, country, plans, aspirations. Love may dictate various epitaphs for our tombstones, but there is only one inscription common to all men. Friend or enemy, rich or poor may write it for every tombstone: "It is finished." The story of this life is closed; it may be attractive, or it may be a record to be cherished and pondered over; in all events, it is finished. Friend, you will no longer experience the warmth of the hand-grip: Enemy, now at least, you may cease to war with a handful of dust. King, statesmen, philosopher, poet, conqueror, young, old in life's evening—all, all have passed. May they rest in peace: "It is finished."

A Leader Passes.

Soldiers of France advanced for two days your Leader, who never knew defeat, has lain in state. A conqueror, they have fittingly brought him to the Arch of Triumph. But, conquered by the rider on the "pale horse, Death," fittingly, too, they have placed him by the tomb of the Unknown Warrior. "It is finished." Soldiers of France advance. Your buriers have sounded his victories. In his still silence, your Leader himself waits for you to sound his defeat, fallen at the Last Post.

No, my brethren, these things cannot be! A life of real triumph cannot end in gloom nor can sorrow be the shroud of glory. He alone is a true soldier who has squarely fought the battle of life, and for him "death is swallowed up in victory." That Ferdinand Foch, Marshal of France, was never defeated in battle array may be a glorious entry in the annals of war, but that he knew no real failure in the perfection of his manhood is far more glorious an entry for the Book of Life.

Studied With Brother.

It was my privilege, during happy student days in France, to have had Marshal Foch's brother not only as my guide, but as my friend. The brothers had much in common. They both were marked leaders of men. They were both teachers of men. The head, well set on strong shoulders, suggested the physical vigour of men who were born in the Pyrenees, but it suggested still more by its confident poise the spiritual energy of a soul which looked at you through keen, penetrating eyes. The glance of the eyes seemed to go through you, like a steel blade, and would have you uncomfortable if their penetration was not all assuaged with the light of kindness and sympathy.

Both were men of striking personality; in both was to be found a will which would not acknowledge defeat, a will which was ardent because it was animated by genuine patriotism, but which owed its real strength to the earnestness of a lively faith in God, and a determination to be guided before all things by the will of God. Foch was a teacher. In two works, *The Conduct of War* and the *Principles of War*, he proved the originality of a genius which, years before the war, won from Lord Roberts the tribute that a big European war in the future would most probably be won by the brilliant professor of the War College.

At best a teacher is one who has a greater power than his fellows to reflect God's truth. If he uses it aright, the world is indebted to him. But if he distorts God's truth—and the world has suffered and is suffering much from such teachers—he may help "to kill souls that should never die."

Real Greatness.

Foch was a leader. At best a leader is one to whom God seems to have given a greater share in His own strength. The use of this strength will lift up the feeble and encourage the faint-hearted. But the misuse of it may make deserts of flourishing cities. Not real greatness does not finally rest with the more teacher, nor is it to be measured by a man's power of domination. God's light may be sadly dimmed by the prism of man's mind; God's power, imitated by man, may be distorted into tyranny by a proud and selfish will.

He alone deserves the lasting gratitude of mankind who, be he teacher or leader, seeks to show forth the greatness of the Giver God, by the use which he makes of the gifts. When a man does this in an heroic degree, we call him a saint. We honour him in a special way, because by honouring him we feel that we are honouring God.

It is not ours to judge the sanctity of the great Leader and great Teacher, who has passed to God. But this we do know, Foch was a man. To-day soldier and civilian alike honour him. Rulers and statesmen

LITERARY COMPOSITION.

(Continued from Page 8.)

of the fact that they themselves never write any essays whatever, for indeed, when one comes to look over those four gambits they do seem not only astonishingly few but rather uninteresting.

I find it hard to believe that

SOCIALIST LEADER KIDNAPPED.

TELEGRAM RUSE SUCCEEDS.

Paris, Feb. 24. The Radical Socialist leader, Edouard Daladier, was kidnapped in the early hours of to-day by two "Fascists" while on his way to address a political meeting at Strasbourg.

The delegates assembled to-day for the general meeting of the Radical-Socialist Party were surprised to find Daladier, their President, missing. When midday arrived, and Daladier was not present for the banquet, surprise changed to anxiety. Finally, when the food had nearly all been eaten, Daladier arrived, haggard and famished, and told the delegates his tale of woe.

Yesterday evening, he stated, he was handed a telegram as he was getting into a Strasbourg train bearing the signatures of two well-known Radical-Socialists, asking him to alight at Saverne, where two friends would take him by car to an important Radical-Socialist meeting. Daladier arrived at Saverne at 6 a.m., and was met by two polite young men, who conducted him to a luxurious motor-car, which set off to the meeting.

After a few minutes, a breakdown occurred, which took a long time to repair. Breakdown succeeded breakdown. Finally Daladier learned the truth. "We are Fascists," the young men told him, "and merely wished to prevent you speaking at Strasbourg. You are now stranded in the heart of the Alsation country." Daladier walked to a village and hired a peasant's cart, which jolted him into a suburb of Strasbourg, where he took a tramswaycar.

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April
1 & 2

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April
3rd

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THE WORLD OF SPORT

FANLING HUNT

THE GRAND NATIONAL MEETING.

[By "Ringtail"]

All the local lovers of steeple-chasing will be present at the Kwantu racecourse to see the Fanling Grand National meeting which will be decided on Sunday afternoon, the first race commencing at 3 p.m. sharp.

The principal race of the day will be the Grand National Hop over a distance of 2½ miles and should be one of the most interesting races we have seen for many a day.

My Lady and Ace of Spades, who will go to the post in this event, are two tried performers who have a number of wins to their credit, and it has been a moot point for some time now as to which is the better of the two. I must confess that I am at a loss to say. However, Sunday's meeting will decide.

The events have met with liberal support by owners; therefore I shall expect to see some big fields competing.

Full particulars will be found in the advertising columns regarding transportation, etc. My selections are:

1st Race.

1. Movinaghher

2. Craigavond

3. James Pig.

2nd Race.

1. Target

2. Cavaire

3. Slang River

3rd Race.

1. Duke of Neblung

2. Drake

3. Fire Call

4th Race.

1. Ace of Spades

2. Montana

3. Fanling Stag

5th Race.

1. Dumbell

2. Blotting Paper

3. Kiangsu

THE SECOND EXTRA.

ENTRIES FOR THE EASTER RACE MEETING.

The programme for the second extra race meeting, to be held on Saturday, March 30, and Monday, April 1, has just been published. There are nine races on each day. The principal event of the first day is the First Aggregate Stakes and on the second day the Easter Plate, over a mile and a half. The following are the entries in the events in which handicaps are not allotted:

First Day.

The following matches will be played on Monday:

Open Singles Championship: Elm Peng-chin v J. Hale; M. K. Lo v H. Rumjahn.

Handicap Singles "A": L. Forster (owe 15) v Lt. D. Smith (rec. 2/6); J. Barrow (rec. 3/6) v O. E. C. Marion (owe 3/6).

Mixed Doubles: E. R. Price and Miss Moffat (rec. 4/6) v S. E. Green and Miss Heard (owe 15).

Monday's Matches.

The following matches will be played on Monday:

Open Singles Championship: Elm Peng-chin v J. Hale; M. K. Lo v H. Rumjahn.

Handicap Singles "A": L. Forster (owe 15) v Lt. D. Smith (rec. 2/6); J. Barrow (rec. 3/6) v O. E. C. Marion (owe 3/6).

Mixed Doubles: E. R. Price and Miss Moffat (rec. 4/6) v S. E. Green and Miss Heard (owe 15).

Chinese Player Paying a Visit to Hongkong.

Tennis enthusiasts will be interested to hear that Ong Ee-kong, the tennis champion of the F. M. S. and runner-up for the Malayan open championship, will arrive in Hongkong next week for a short holiday. He is due on the Cheneceaux on Wednesday.

During his stay, he will participate in a number of matches. The programme is being arranged by the Hon. Secretary of the Chinese R. C. and the games will probably be during the Easter holidays. Nothing definite has been fixed up. The visitor's first match will probably be against Ho Ka-lau, the C. R. C. champion, and he will also take part in a doubles, besides being matched against either Honda (the Colony's champion) or S. A. Rumjahn.

Dominion Plate—One Mile.

Duke of Normandy II, The Jamaican, Mountain Air, The Pheasant, Loch Aish, Loch Etive, Skinfaxi, Noukhal, Flying Stag, Thunderbolt, The Ape, King's Falloch, Dark Eyes, Half Pint, The Jungle Book.

Second Day.

Jock Bay Plate—Seven Furlongs.

Duke of Chantilly, Chesapeake Bay, One Third, Our Prince, Monterey Bay, Tarnacadam, O-Moon, Peck, Imperial Hall, Baker's Bay, Huntingdon, San Francisco, Triumphant Stag, Winsome Star, Young Pretender, First Aggregate Stakes—One Mile.

Duke of Chantilly, Chesapeake Bay, Erin's Isle, One-Third, Our Prince, Grand Tattoo Eve, Picke, Imperial Hall, City Hall, Blue World, Huntingdon, Winsome Stag, Young Pretender.

Union Plate—Six Furlongs.

Duke of Normandy II, Heretofore, Zephyr, Bronze Idol, Rummy, Sunshine, Mountain Air, False Alarm, Pumpkin, Papaya, Touch Wood, Peck, Soprano, King's Parade, Silver Stag, Pink Pearl, The Pheasant, Inca, Loch Etive, Skinfaxi, Sunloch, Alderley, Aberdeen, Half Pint, The Jungle Book.

Dominion Plate—One Mile.

Duke of Normandy II, The Jamaican, Mountain Air, The Pheasant, Loch Aish, Loch Etive, Skinfaxi, Noukhal, Flying Stag, Thunderbolt, The Ape, King's Falloch, Dark Eyes, Half Pint, The Jungle Book.

Hebe Plate—One Mile.

Duke of Normandy II, Bronze Idol, O-Moon, The Jamaica, Mountain Air, Touch Wood, Mongolian Star, Mongolian, The Pheasant, The Parrot, Cuckoo, Cracker, Loch Aish, Loch Etive, Noukhal, Skinfaxi, Flying Stag, Thunderbolt, The Ape, King's Falloch, Dark Eyes, Half Pint, The Jungle Book.

Choy, Soprano, King's Parade, Silver Stag, Pink Pearl, The Pheasant, Inca, Loch Etive, Skinfaxi, Sunloch, Alderley, Aberdeen, Half Pint, The Jungle Book.

Hebe Plate—One Mile.

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CENTENARY OF THE BOAT RACE.

RETROSPECTIVE OF THE PAST 100 YEARS.

HEREDITARY'S PART.

The Centenary Boat Race takes place this afternoon over the famous course, Putney to Mortlake. It is believed that the crews are the finest which have ever represented their respective Universities, and given favourable conditions, the struggle should be the most thrilling ever.

When the future Bishop Wordsworth—who incidentally was one of the only two men who both played cricket in the Varsity match and rowed in the Boat Race, although many have combined Rowing and Rugby Blues—proposed and procured a boat race between the two Universities, he probably did not realise that he was helping to found the world's most popular sporting event. Yet that is what he did: in the university's appeal the "Varsity Boat Race leaves the Soccer Cup Final length behind, and its only serious rival is the Derby.

It is difficult in writing upon the Boat Race Centenary to avoid a congestion of truisms, because the most striking facts about the race are known to all. The popular interest in the race, for instance, not merely among Londoners, irrespective of whether they have or have not personal connexions with either University, but throughout the world, is a truism.

The reason for this popularity are also fairly obvious. The race above all suspicion; it is free; it comes at a time of year when sport generally is rather dull. Add to these the undoubtedly fact that in rowing amateurism is right on top, and professionalism nowhere; and, that in spite of recent metropolitan and occasional foreign victories at Henley, the standard of "Varsity" rowing is generally of the very highest, and we have explanation enough, if we add the consideration that the race and the last stages of practice provide an adequate excuse for the wearing of "favours" and the celebration of an outdoor holiday.

Boat Race History.

The majority of readers will be familiar with the main outlines of Boat Race history; the story has been told in full down to 1909 in Mr. C. M. Pitman's history, and is being brought up to date in the centenary history, in the preparation of which Mr. G. Drinkwater has, so to speak, stepped into the thwart left vacant by the recent lamented death of Sir T. A. Cook, Radley an Oxford oarsman, Olympic fencer, skilled alike with gun and pen, and editor of the "Field." Perhaps on this occasion it is permissible to summarise again the main facts and to recall a few anecdotes.

In the first race, arranged by Mr. C. Wardsworth, of Oxford, and Mr. C. Merivale, of Cambridge, the course was from Hambleton Lock to Henley. The Oxford crew rowed in the dark blue and white colours of Christ Church, Cambridge wore Lady Margaret colours, but in the second race, 1836, finding at the last moment that they had no colours, R. N. Phillips, of Christ, procured some light blue ribbon; this almost inadvertently started the rivalry of the Blues. The race in early days took place over various courses—Henley, Westminster to Putney, Mortlake to Putney, etc., W. T. Thompson, of the Cambridge 1822 crew shared the honour of also playing in the cricket match.

The Putney to Mortlake course was first used in 1845, and has been used regularly since 1863. Some of us think that a shorter course, entailing a faster rate of stroke, would be a better test; also that when westerly winds make the course hopelessly unfair it would be better to row on the ebb. But the race is now such a national event that any change or postponement would provide fuel for Bolsheviks; as things stand, the Boat Race would stop, or at least interrupt, any revolution!

Popular Fallacies.

From the very first the Boat Race has confounded two popular fallacies: (a) That rowing strains the oarsman's constitution; (b) that it is incompatible with scholastic distinction. Mr. Pitman proves by incontrovertible figures that the Blue of twenty-two years old has a longer expectation of life than the average man; a visit to Leander Club during Henley week confirms this. As to scholars, let us remember the two bishops, three deans, one prebendar, and two legal luminaries who rowed in the first Boat Race, and such later Blues as A. H. D. Steel-Maitland, Oxford, and R. McKenna, Cambridge, Cabinet Ministers; E. Warre, headmaster of Eton; as was also J. Hornby, both of Oxford; G. C. Bourne, the Oxford coach and Professor of Comparative Anatomy, and judges such as J. W. Chitty, of Oxford, and C. Gurdon, of Cambridge; while a Cambridge Blue, S. B. Bruce, is at present Prime Minister of Australia.

Another certainty about rowing is the tendency towards hereditary.

LOCAL CRICKET.

A.P.C. V. UNION INSURANCE

The following have been selected to play in the above match on the Navy Ground, Kowloon, on Sunday at 11.30 a.m.:

A.P.C.—W. G. Bree, S. H. Clarke, L. A. R. Duncan, H. L. F. Edwin, D. S. Green, E. D. Lawrence, G. Lee, H. K. Prosser, A. W. Ramsey, B. L. Stock and A. J. Wolf. Union Mess.—J. W. Ababster, R. D. Beaumont, J. L. Bonnar, A. C. I. Bowker, J. R. Collis, E. Hudson, N. Laver, W. Lockie, G. A. L. Plummer, R. D. Reed and C. D. Walea.

THE HOCKEY CLUB.

The following will represent the Hongkong Hockey Club first team in their match with the 3/15 Punjab Regiment on the U.S.R.C. ground at 5.15 p.m. on Wednesday: W. K. Tait, J. Rodger, A. A. Dand (captain) R. T. Todd, E. J. R. Mitchell, A. A. Dand, C. Bodikor, W. A. Nowers, G. E. R. Divet, E. C. Flincher and T. Whitley.

The second team, to meet the Recreio on Monday at 5.15 p.m. on Monday will be: W. K. Tait, J. Rodger, L. F. Nicholson (captain) R. T. Todd, E. J. R. Mitchell, A. A. Dand, C. Bodikor, W. A. Nowers, G. E. R. Divet, E. C. Flincher and T. Whitley.

Carshipmen; there are cases not merely of father and son and brothers, but even of three generations of Blues.

Space forbids giving more than a passing reference to such incidents as the dead-heat of 1877, the Henley victory of the Oxford seven over a Cambridge eight in the Grand Challenge race of 1843, and the occasions on which a crew, after being beaten at Barnes, has come out and won—as Oxford in 1900 and Cambridge in 1921—or such legends as the one which is handed down at Radley that W. B. Woodgate, after the race of 1862 or 1863, walked from London to Oxford by night.

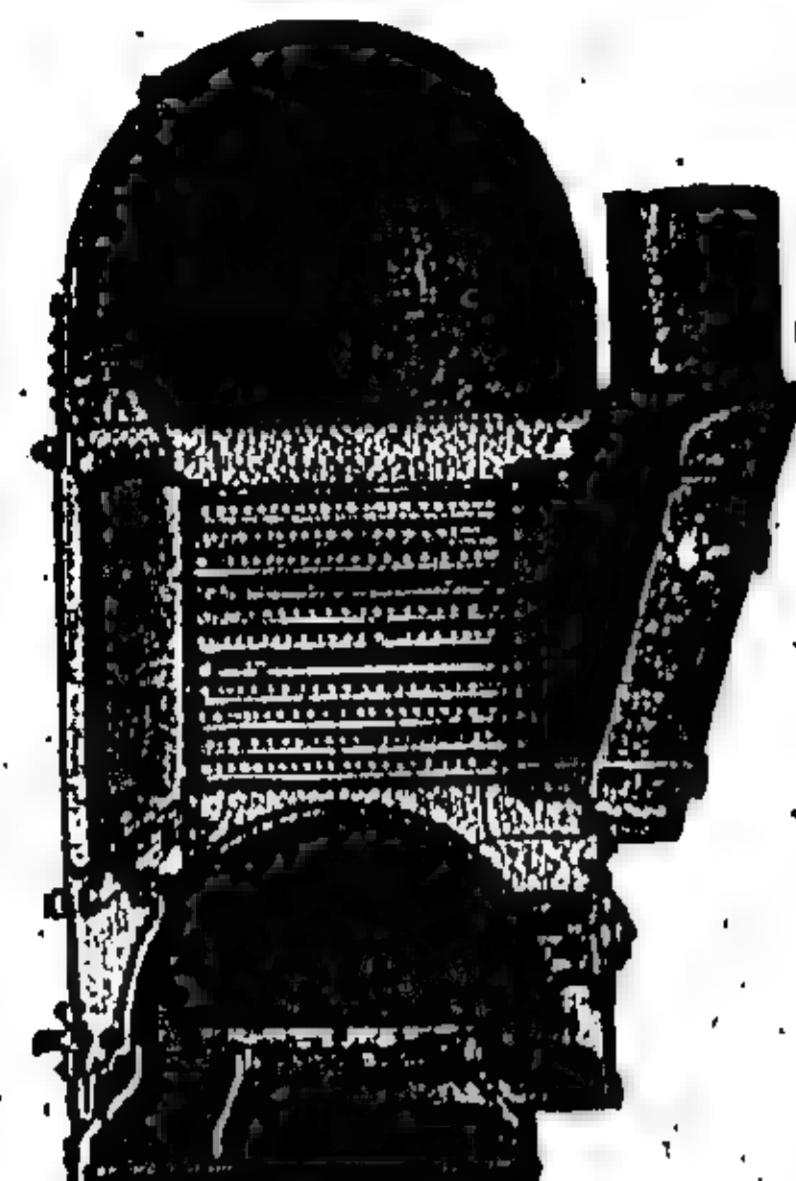
Another clear lesson of boat race history is that each side has periods of victory, and therefore we should not cheaply accuse the losers of decadence. After Oxford's first victory in 1829 we find a run of Cambridge victories; Oxford went ahead in the sixties and the nineties with runs of nine successive wins; Cambridge has now scored five times running since 1923, as Oxford did prior to 1914. The truth probably is that a couple of victories gives prestige and popularity to the Boat Club and thus increases both numbers and confidence

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SHANGHAI HONGKONG

MR. HOBBS AND TWO
NEWSPAPERS.APPEAL FROM ORDER OF
LORD CHIEF JUSTICE.

The hearing was resumed in the Court of Appeal recently, before Lords Justices. Scruton, Green and Sankey of the appeals of Mr. William Cooper Hobbs from judgments in favour of the proprietors of the Liverpool Evening Express and the Nottingham Journal, whom he sued for damages for libel.

He also appeals from an order of the Lord Chief Justice refusing to allow an adjournment of the hearing of the second action, which, following closely on the first, was disposed of in default of appearance by Mr. Hobbs.

Mr. Hobbs complains that alleged unfair comments by Lord Howard during the hearing of the first action were calculated to prejudice the minds of the jury, and that there had been a miscarriage of justice.

Mr. Norman Birkett, K.C., continuing his address for the respondents, said that it was a misnomer to speak about the result of the trial as a miscarriage of justice. This appeal could never have been put into that high category unless there had been a misrepresentation of the attitude of the Lord Chief Justice. To see how that stood it was necessary to look at the particular given in mitigation of damages.

Lord Justice Scruton—At present that seems to me more important than the behaviour of the presiding Judge.

Mr. Birkett said that in his opening Sergeant Sullivan went out of his way to say that he was going to put the true story of Hobbs's life before the jury.

Lord Justice Greer—You sat by.

Mr. Birkett—Your Lordship would not expect me to object. I might have done so. I thought it wiser to say: "If he chooses to put character in issue that resolves all my difficulties." When my learned friend delivered himself into my hands I was the happier in consequence.

More Than Human.

Something had been said, continued counsel, about juries requiring to be more than human. If Judges were to be attacked (as the Lord Chief Justice had been) for all the remarks made in the course of a case Judges would have to be more than human, too. It was incorrect to suggest that Mr. Hobbs had been harried by Bench and Bar.

Lord Justice Scruton said that what was pressing the Court was a doubt whether the jury ought not to have had a short direction as to the conclusions which they could draw from the cross-examination of Mr. Hobbs. They acted too soon.

Mr. Birkett—My submission is that the jury did not act a second before they ought. I wish your Lordship had been in the Court below. It is so difficult to create in this Court the scene there and the conviction that was brought home to every mind as to what the truth was. Mr. Hobbs was a clever man.

Lord Justice Greer—He was being cross-examined by a man of the same kind. (Laughter.)

Lord Justice Sankey—in "The Pilgrim's Progress" one of the jury said, "Away with such a fellow from the earth." I can't help feeling that your cross-examination may have left the jury in that position. The jurymen in that case called "Mr. Nogood," who was called "a sorry scrub."

Lord Justice Scruton—The Lord Chief Justice took a strong and unfavourable view of the plaintiff's affidavit of documents. I cannot at present see any justification for the unfavourable view of the Lord Chief Justice on the affidavit.

Mr. Birkett—I submit that the Lord Chief Justice was entirely justified, and that in any case there is no substance in the complaint about it.

Lord Justice Scruton—Supposing you have the position that the right verdict has been got in the wrong way. What are we to do—say that there was no substantial miscarriage of justice?—Yes.

Lord Justice Scruton—That is what the House of Lords said that we were wrong in doing in another case.

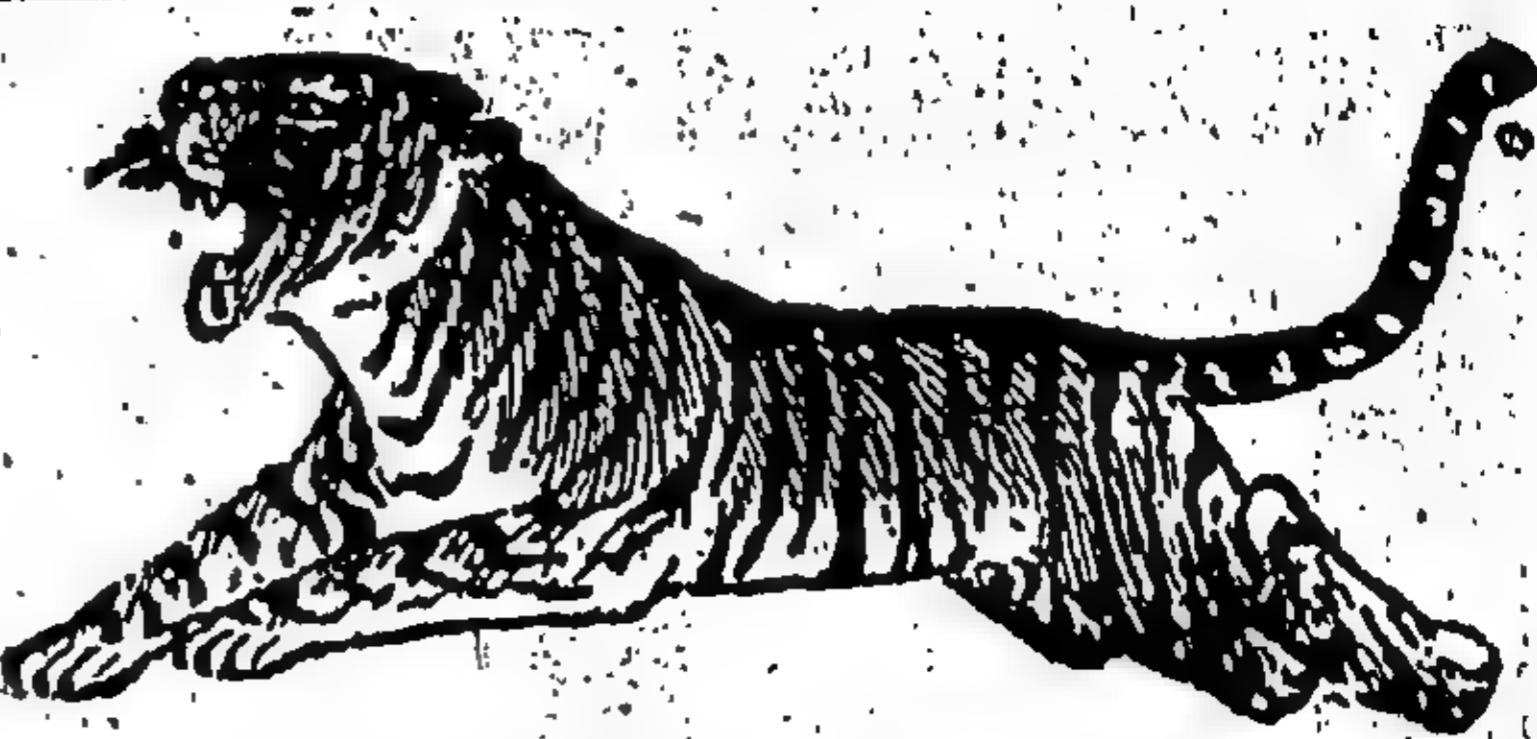
When Mr. Birkett was dealing with one of the interjections of the Lord Chief Justice, Lord Justice Scruton remarked that it was "judicial humour."

Mr. Birkett—Your Lordship has said what I had difficulty in saying.

Lord Justice Scruton—We all do it.

Mr. Birkett—I am afraid your Lordships do. (Laughter.)

The hearing was again adjourned.



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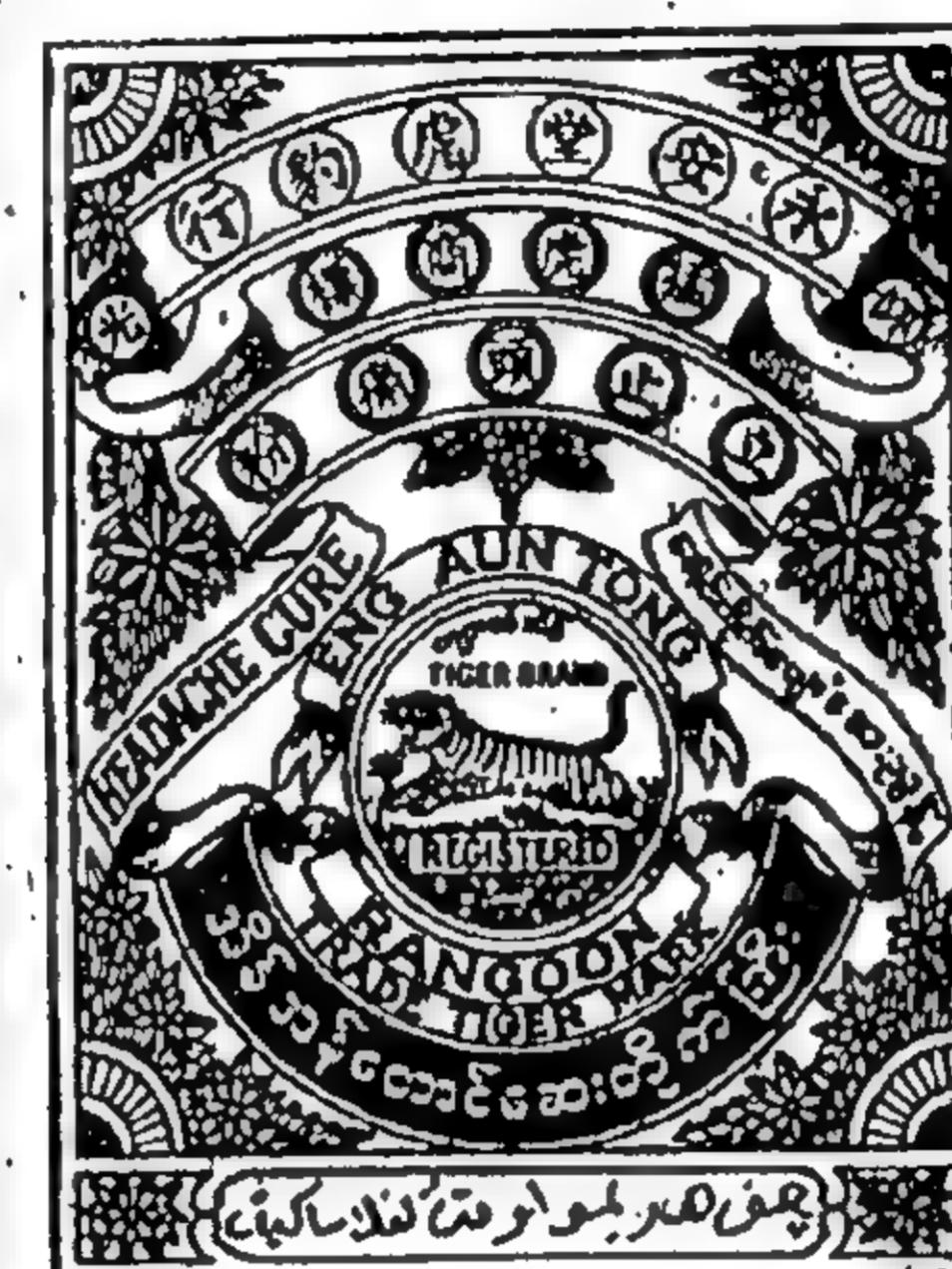
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ORCHID.

BY ELEANOR EARLY.

CHAPTER XXXVII

"Oh—Sadie. We thought you were Monty."

Ashoreth called to her mother. "Never mind the coffee, Mums. It's only Sadie."

Maizie came in from the kitchen and settled herself comfortably on the big divan.

"My goodness," she observed, glancing from one girl to the other. "You two certainly are different: I don't know as I ever saw two girls so different."

Sadie slipped her short skirts partly.

"I ain't a red hot mommer any more," she chattered. "Just a sweet young thing, tryin' to get along. Not a day over 16, and butter wouldn't melt in my mouth."

She was wearing a suspender skirt of red and blue, pleated smartly. Her blouse had a broad childlike collar, with a blue silk tie. She wore a scarlet beret, and striped wool socks over her nude silk stockings.

Ashoreth was in brown, and her skirt was five inches longer than Sadie's.

"Ash, now," pronounced Sadie, "looks like I'd like to look. But God didn't have no clothes horses in mind when he give me these short little legs."

She sat beside Maizie, and stuck them out derisively.

"Not so hot," she lamented. "Say, Ash, if I had a couple of stems like yours! There's no telling how far a good pair of legs will take a girl. . . . Say, dearie, what makes you wear your skirts so long?"

Maizie looked slightly scandalized.

"If you'd think less about your legs, Sadie," she began...

"Oh, all right. All right. I was only trying to give your daughter a compliment, Mrs. Ashe."

Sadie got up restlessly, and wandered over to the radio.

"What do you say if we pluck a band out of the air, to welcome Little Sunshine home?"

She twisted the dial, looking over her shoulder at Ashoreth.

"You give me a pain in the neck, Ash—that's what you do. Here's your mother been thinking of nothin' but you ever since you been away. Workin' her fingers off, while you were playing the grand lady. Shavin' all day, cleanin' the place, and cookin'. And she don't get so much as a pleasant look out of you. Anybody'd think they'd think. What's the matter with you, anyway?"

Maizie looked helplessly at her daughter.

"There's something on your mind, ain't there, honey?"

"You're darn tootin', there's something on her mind," contributed Sadie, "and it ain't none of my business, or anything like that. But I hate to see your mother gettin' the cold water treatment, Ash, after all she's done for you."

Ashoreth crossed the room swiftly, and flung herself in Maizie's lap.

"I'm wondering, about Monty," she lied. "And all the while she was thinking of course of Hollis. She just likes to hear herself talk."

She bent to her mother's ear. "Let me sleep with you tonight, darling. Sadie can have my room. I've a secret to tell you."

Sadie squeezed her ecstatically. "That will be lovely, dear. Just like when you were little."

"Here's the News," announced Sadie, "broadcasting the late news."

"Get some music," ordered Ashoreth. "Who cares about news?"

"Wait a sec," Sadie moved the dial a fraction of an inch. "What's he saying? Gosh, another airplane down. Ain't that too bad? Gee, it's as much as your life's worth, flying in them things."

Ashoreth sprang to her feet.

"Where, Sadie?"

"Oh, my God, Ash! I never thought about Monty."

Sadie straightened. Her eyes were wide and frightened.

"I didn't get it all. Somewhere in Connecticut, I think he said. Flying over from New York. . . . Oh, wouldn't it be awful, Ash!"

Maizie thumbed the telephone directory.

"Call the News," she commanded. "Here's the number—You do it, Ash—ask for the city desk."

But Ashoreth shook her head. "Hero—I will." . . . Sadie darted into the hall, with Maizie at her heels.

"Hubbard 600 . . . hurry up, operator! . . . Gee, Mrs. Ashe, I guess she's crazy about Monty. Did you see how pale she got? . . . No, operator . . . six thousand. . . . It can't be busy—it's a switchboard. . . . Maybe you'd better go in and see if she's all right, Mrs. Ashe."

Well, they would if you'd ring them. . . . Listen, operator, that's a newspaper office, and of course they'll answer. . . . Hello—hello. Is this the News? Give me the city desk, please."

Sadie handed the telephone to Maizie.

MR. LI YAU-CHUEN.

HONOURED BY TUNG WAH HOSPITAL DIRECTORS.

Mr. Li Yau-chuen, the Chairman of the Chinese Chamber of Commerce, was the guest last night at the Kam Leng restaurant (West Point) of the Directors of the Tung Wah Hospital who gave a dinner in honour of Mr. Li on the occasion of his receiving the Companionship of the British Empire from His Majesty the King.

The guests included Mr. Li Yau-chuen's son, Mr. Li Shoung-ming, the Hon. Sir Joseph Kemp, K.C., the Hon. Mr. R. A. C. North, the Hon. Mr. T. H. King, the Hon. Dr. A. R. Wellington, Mr. E. W. Hamilton, and the permanent Advisers to the Hospital, who are the Hon. Sir Shoumon Chow, the Hon. Dr. S. W. Tao, Mr. Wong Kwong-tai, Mr. Lo Cheung-shiu, Mr. Fung Ping-shan, also a few past Directors, namely Mr. Tang Shiu-kin, Mr. Lo Yin-nin, Mr. Ng Wah and Mr. T. N. Chau.

The Hon. Dr. H. K. Kotowall and Sir Robert Ho Tung were unable to attend, the former owing to indisposition and the latter through pressure of engagements.

The hosts, the present Directors of the Hospital, were as follows:

Mr. M. K. Lo (Chairman), Mr. Ho Yee-cheong, Mr. Leong Yau-ting, Mr. Leung Yuk-ki, Mr. U Cheuk-sang, Mr. Lo Chuk-chui, Mr. Chan Chi-hing, Mr. Ma Si-chuen, Mr. Ma Wai-noon, Mr. Ho Ki, Mr. Mok Tui-huen, Mr. Kwok Sheung-ko, Mr. Lam Kau-mow, Mr. Chan Ping, Mr. Kwok Lam-shong and Mr. Kwan Wan-pak.

The toast of Mr. Li Yau-chuen was proposed by Mr. M. K. Lo and of the Guests by Mr. Ho Yee-cheong, the vice-Chairman.

The Toasts.

Addressing the gathering, Mr. M. K. Lo, Chairman of Directors of the Tung Wah Hospital, said:

Gentlemen.—The pleasure of proposing the toast of Mr. Li Yau-chuen, on such a happy and auspicious occasion as this, must be very real indeed to anyone on whom such a pleasant duty devolves. To me, such pleasure is immeasurably enhanced by reason of the fact that, as an old and intimate friend of my father, he is a "Sai Pak" to me, and by reason of the even more important circumstance that he has always given to me that generous measure of goodwill, tolerance, advice and help which only a "Sai Pak" can bestow.

Our honoured guest to-night has been one of the permanent advisers to the Tung Wah Hospital since 1905. His association with the Hospital began very much earlier than this date, for he served as a director in the year 1897 and again in the year 1899. I cannot, of course, pretend to be able to speak of a time which must necessarily be ancient history to me—of a time when I was a mere child. But the records of the Institution bear testimony to Mr. Li Yau-chuen's active participation in the affairs of, and ungrudging services to, the Hospital through this lengthy period. And as regards the period since my colleague and I have had the honour of assuming office as directors, I gratefully acknowledge the keen interest he has taken in its welfare.

He put his hand over the mouth of the instrument. . . . "No, dear— it's not that. Not Monty."

Then, into the phone, "Just a minute, Mr. Burton. Hold the line a moment. My daughter is here now. Will you hold the line, please, until I speak to her?"

Ashoreth gripped her mother's shoulders. And Maizie, as she turned from the transmitter, thought that she had never seen anything so big and frightened. Nor a living face before that was whiter than death.

She put her hand over the mouth of the instrument. . . . "No, dear— it's not that. Not Monty."

Then, into the phone, "Just a minute, Mr. Burton. Hold the line a moment. My daughter is here now. Will you hold the line, please, until I speak to her?"

Maizie's pink cheeks were pale, and there were lines, that had come like lightning, to crease her face in ugly folds.

"I tell you, dear," she insisted. "It's nothing about the plane. They haven't heard anything. . . . For goodness sake, take that expression off your face! You give me the horrors, Sadie, take her in the other room, like a god girl."

Sadie squealed her ecstatically. "That will be lovely, dear. Just like when you were little."

"Here's the News," announced Sadie, "broadcasting the late news."

"Get some music," ordered Ashoreth.

"Wait a sec," Sadie moved the dial a fraction of an inch. "What's he saying? Gosh, another airplane down. Ain't that too bad? Gee, it's as much as your life's worth, flying in them things."

Ashoreth sprang to her feet.

"Where, Sadie?"

"Oh, my God, Ash! I never thought about Monty."

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"Here's the number—You do it, Ash—ask for the city desk."

But Ashoreth shook her head. "Hero—I will." . . . Sadie darted into the hall, with Maizie at her heels.

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Well, they would if you'd ring them. . . . Listen, operator, that's a newspaper office, and of course they'll answer. . . . Hello—hello. Is this the News? Give me the city desk, please."

Sadie handed the telephone to Maizie.

white and cold, like a tableau. Waiting for Maizie to speak.

"It's about you," she said, looking at Ashoreth, and her voice was strained and perky. Not at all like Maizie's voice.

"Mr. Burton says there's a story in New York about you and Hollis Hart. Some New York papers used to print stories about his daughter. . . . Yes, I know. Well, New York isn't Boston, and we can't help that now. . . . The other papers all have it? Oh, my God, Mr. Burton! Can't you stop them?"

Ashoreth threw aside Sadie's encircling arm.

"Mother, what is it? Tell me this minute! It's something about me!" She drew Maizie from the telephone. . . . "Let me speak to him."

Maizie pushed her aside. "It ain't true, what he says!" she cried. "Say it ain't true, Ashoreth."

"What does he say, mother?"

Maizie's voice was cool and smooth, and as pale as her waxen face.

"He read me the wire. It said—"

Maizie pushed her aside. "It said something about Hollis Hart, well-known man about town, returns on S. S. Juanita with stenographer."

And he made some crack about a tropical island romance. . . .

"Well, I'll be darned!" Sadie gulped.

Sadie slumped on the divan. "Go on, Mrs. Ashe!" she commanded.

"Go on. Sniff the dirt. . . .

(To be Continued.)

She hung up the receiver, and walked, like a person in her sleep, into the living room. Sadie rose dumbly from the divan, to face her. Ashoreth put trembling hands on her shoulder. And they stood,

Before I ask you to join with me in drinking a bumper to our honoured guest, I must crave your indulgence for a few more moments whilst I proceed to read out the directors' congratulatory address in Chinese to Mr. Li Yau-chuen.

The congratulatory address was then read and was greeted with applause.

Mr. Li's Reply.

Mr. Li Yau-chuen, replying said:

I am very grateful to you all for the honour you have done me this evening, and for all the good things which the Chairman has said about me, which I feel I do not deserve. Although my business and social career has extended over a period of several tens of years, I cannot think of anything that I have done for the public that calls for any comment. What I have done is what every other man would do for the good and welfare of his fellow men, and if there is any difference in my case, it can only be that I always exercise the greatest possible care in what I do.

The honour that has been conferred on me by His Majesty the King I attribute entirely to the kindness of His Excellency the Governor, the Hon. Colonial Secretary and the Hon. Secretary for Chinese Affairs in selecting me for recognition, and to the support I have always received from my numerous friends. I do not, therefore, regard this honour as being conferred on me, but rather on the many friends who have helped me in my work. I only wish that higher honours will come to you all, and that I may be given the pleasure at no distant date of being host at dinner to you, as you are this evening to me. Again, gentlemen, I thank you most warmly. (Applause.)

The Guests.

Mr. Ho Yee-cheong, Vice-Chairman of the Tung Wah Hospital, said:

Gentlemen.—I regard it as a great privilege that the pleasant duty of proposing the toast of our other guests should fall upon me.

The Hospital with its manifold and ever increasing activities, cannot possibly be run without the continued support, advice and assistance of the Hongkong Government, the Chinese representatives on the Legislative Council, the honorary permanent advisers, and the ex-directors. And all these various counsellors and friends are worthily represented by our other guests this evening. For this reason we heartily welcome you, one and all, not only as the friends of Mr. Li Yau-chuen, but also as the supporters and advisers of our Institution.

On behalf of my colleagues, as well as on my own behalf, I tender sincere thanks to you all for your advice and assistance, especially to Sir Joseph Kemp, K.C., who will have to work so hard for us in connexion with the New Tung Wah Hospital Bill; the Honourable the Secretary for Chinese Affairs, whose unfailing sympathy and kindness are so encouraging to us, and Dr. Kirk, whose help in compiling estimates for us with reference to the Tung Wah Eastern Hospital, and in other matters, has been invaluable. We thank you all sincerely for honouring us with your company this evening.

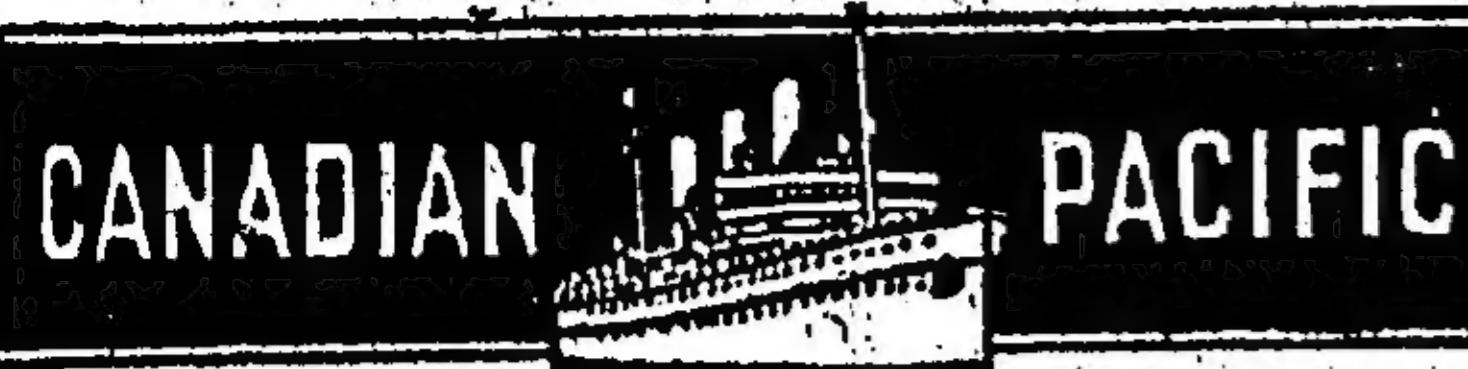
I now ask my colleagues to rise and join with me in drinking a bumper to our other guests. (Applause.)

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Bagdad 4, Bassin (1), Bombay (1), Cheribon (1), Pnom. Penh 3 (3); Cholera, Bassin (1), Calcutta (66), Moulmein (4), Rangoon (2), Bangkok 10 (7), Saigon 2; Smallpox, Aden 1, Baarah 2, Bombay 142 (68), Calcutta 35 (24), Karshi 4 (14), Madras 88 (11), Moulmein 5 (2), Negapatam 4, Rangoon 3 (1), Vizagapatam 10 (1), Balikpapan 1, Belawan Delt 2 (1), Padang 1, Samarinda 1, Halpong 1 (1), Pnom Penh 13 (5), Shanghai 3 (1), Canton 22 (3), Macao (6). The voice was pale, and there were lines, that had come like lightning, to crease her face in ugly folds.

We know that the Hospital can always confidently look to his matured advice and effective assistance. We therefore cannot but feel a keen personal gratification with the bestowal upon him by His Majesty the King of the Order of the British Empire in recognition of his long, devoted and meritorious public services. In the name of the Tung Wah Hospital we tender to you, Sir, our sincere wishes that you will be vouchsafed a very long life in which to enjoy this well-earned honour and the respect, esteem and affection of the whole Colony.

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THE ENGINEERS' INSTITUTE

COLONIAL SECRETARY SPEAKS AT ANNUAL DINNER.

PROUD ACHIEVEMENT.

The Institution of Engineers and Shipbuilders held their annual dinner last night in the newly decorated club premises which were further brightened by coloured lights, flags and plants for the occasion. The guests included the Colonial Secretary, the Hon. Mr. W. T. Southorn, Commodore R. A. S. Hill, the Hon. Mr. H. T. Creasy, the Hon. Sir Henry Pollock, the Hon. Commander G. F. Hole, Eng. Capt. T. F. Atkenhead, Commander J. B. Newill and Mr. George Durcan.

Proposing "Our Honorary Vice-President," Mr. L. J. Blackburn, Vice-President, said—Mr. Southorn, Gentlemen—I am this evening addressing the gathering on behalf of our worthy President who I am sorry to say has been ordered to remain in bed by his doctor. Mr. Stokes forgets that he is no longer a young man and goes about anything he puts his hand to with a vim and thoroughness that is the envy of us all.

If a comparative youngster, as I must be to him, might venture on a word of advice it is "to go slow and conserve his energy." His work for the Institution as Hon. Librarian and in other spheres connected with our welfare are well known to all members but as his motto appears to be "if you want a thing done well do it yourself," I do not think my words of advice will be taken amiss as I am sure you will all agree that we can't spare him, which must happen, if he will continue to "overload the willing horse."

I am sure that you will all join with me in wishing him a speedy return to health and strength. As the occasion of the Annual Dinner is looked upon as the "President's night out," I do not propose to inflict on you a speech of my own but simply act as a mouthpiece for our President's address which is as follows:

ideal Aimed At.

It grieves me greatly that sickness prevents me from welcoming you personally this evening but I can assure you that the Institution is proud to have the privilege of your presence and of welcoming our other friends.

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CONSIGNEES' NOTICE.

ELLERMAN LINE.

From EUROPE.

The Steamship.

"CITY OF DELHI"

having arrived, Consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 27th March, 1929, will be subject to rent.

All claims against the Steamer must be presented to the Underwriters on or before 3rd April, 1929, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

THE BANK LINE LIMITED.

General Agents.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA).

From EUROPE and STRAITS.

The Steamship.

"TOYOKA MARU"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 28th March, 1929, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 21st March, 1929.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship.

"BENGLOE"

NANKING CONGRESS.

DELEGATES DISAGREE AT RESUMED SESSION.

Nanking, Mar. 22.

At this afternoon's session of the Kuomintang Congress, eleven delegates opposed the alleged control of the Congress by members of the Western Hills clique, of whom Sun Fo and Chang Chi are leaders. The delegates concerned then withdrew.

Immediately instructions were given to the guards not to allow anyone, the delegates included, to enter or leave the Congress hall.

The President and Madame Chiang Kai-shek arrived shortly afterwards, and the guards let Marshal Chiang Kai-shek enter but refused entry to Madame Chiang.

Dr. Wang's Proposals.

It is learned that Dr. C. T. Wang will make a number of proposals to the Kuomintang, among which is a suggestion that China remain a member of the League of Nations, and that efforts be made to obtain a proper seat on the League Council. The complete proposal will take up six booklets.

Among them is one that China's more important Ministers be raised to Ambassadorships, also the abolition of extraterritoriality, the taking up of the question of national borders, and that China in future pay attention to the welfare of overseas Chinese.

Copies of the proposals are being sent to the delegates, the majority of whom are reported to be receiving them favourably.

S. AFRICAN POLITICS.

QUESTION OF THE POLICY TOWARDS NATIVES.

Cape Town, Mar. 22.

In the opening of the election campaign, Mr. Hertzog referred to a recent manifesto by the Archbishop of Cape Town and other prominent persons in Cape Province appealing for support against the Government's native policy, as embodied in the Native Rights Bill, introduced last month.

He said the path indicated therein would lead to the disappearance of South Africa as a white man's country.

He denied any desire to do anything unjust to the natives, but their interests were so closely dependent on the interests of the Europeans that, if the latter were not consulted, the natives would eventually be the worst sufferers.

—Reuter.

GERMAN TREATY OPPOSED.

Durban, Mar. 22.

At a meeting held to protest against the recent German trade treaty, the legislator Mr. Nicholls, on behalf of General Smuts, announced that if the South African party returned to power they would immediately denounce this treaty, and negative all the commercial clauses by refusing to enter into the customs agreement provided in the protocol thereto.—Reuter.

He had heard remarks passed regarding the vote approved by the Finance Committee on Thursday in connexion with the studio and

THE ENGINEERS' INSTITUTE.

(Continued from Page 14.)

who said damn, I clearly perceive that I am predestined to move in a circumscribed groove; in fact, not a and if not a bus, but a tram."

He also paid a tribute to the water engineers who at the present time were trying to conserve the Colony's water supply. In conclusion he said that the ship-builders and engineers could all point to some achievement which not only redounded to the credit of themselves but to the credit of the Colony. Concluding he said that Lord Dower had recently pointed out that brevity was the soul of the orator and suggested that it should also be the soul of the speechmaker.

Those Who Went Before.

Mr. W. S. Bailey said that as one of the oldest members of the Institution he wished to thank the chairman for the kind remarks he had made about himself and Mr. C. Mendham.

It was a great pleasure for him to be connected with the Institution and he liked to visit the Institution's headquarters and look at the pictures on the walls. Some were of men with whom he had been associated and men who had worked hard for the Institution.

They were men of the highest standing who had commanded the respect of all. While it would be perhaps invidious to mention names, he thought reference should be made to Mr. David Gillies of the Dock, a man who would have done credit to anyone, anywhere. Mr. Bailey said he was glad to see that men like this had been followed by others quite equal to the work and men prepared to work as hard for the Institution which he wished every success.

In a brief speech Mr. P. T. Farrell proposed the visitors, expressing particular pleasure at the presence of the Hon. Mr. Southoners, Messrs. Chiu Ho-ping, C. Chou, S. M. Churn, J. F. Gross, Ho Kwong, H. Leung, Wei Tat, A. C. Arculli, Lo Man-hing, and G. A. V. Hall.

The following were then elected to serve on the General Committee for the year: Vice-Presidents, Messrs. A. H. Crook and H. K. Hung; Hon. Secretary, Mr. C. G. Anderson; Hon. Treasurer, Mr. Chow Ping-ku; Committee members, Messrs. Chiu Ho-ping, C. Chou, S. M. Churn, J. F. Gross, Ho Kwong, H. Leung, Wei Tat, A. C. Arculli, Lo Man-hing, and G. A. V. Hall.

He thought that was a sign of the times. He did not think that they should be content with gramophone records for it must be appreciated that a Colony like this had to keep its end up in connexion with wireless.

A most enjoyable musical programme was given during the evening. Mr. W. S. Bailey rapidly gained the support of the audience in the chorus of his song "Out on the Deep," and with a much called for encore "There's a Long Long Trail."

Mr. V. C. Laburn was responsible for several humorous songs including "He's Not Old Enough to be old," while excellent items were rendered by Mr. G. McLeod, Mr. T. G. Paterson and Mr. R. M. Keow, who sang songs thoroughly appreciated by the audience. Stories by Mr. R. Sutherland and piano forte accompaniment by Mr. H. J. Fountain further contributed to the success of the evening, the catering for which was done by the Hongkong Hotel.

(The annual report of the Institution will be found on Page 7.)

QUEEN'S COLLEGE.

ANNUAL MEETING OF OLD BOYS' ASSOCIATION.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND.)
Taking cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports
Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong-kong (about)	Destination.
KHYBER	9,114	23rd Mar. noon.	Marseilles & London
MALWA	10,980	30th Mar.	Marseilles & London
PADUA	5,907	2nd Apr.	Marseilles, London, A'werp, Rotterdam & Hamburg
NALDERA	16,088	13th Apr.	Bombay, M'les & London
MIREAFOR	6,715	16th Apr.	Straits, Colombo & B'ay
KARMAKA	9,128	20th Apr.	Marseilles & London
ALIPORE	5,273	24th Apr.	Straits, Colombo & B'ay
MANTUA	10,945	27th Apr.	Bombay, M'les & London
NAGPORE	5,283	4th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KIDDERPOLE	5,334	8th May.	Straits & Bombay
KALYAN	9,144	11th May.	Marseilles, London & Hull
MOREA	10,953	25th May.	Bombay, M'les & London
Cargo only.			Calls Casablanca.

Frequent connections from Port Said for Passengers & cargo to
Constantinople, Smyrna, and other Levant Ports by Steamers of
the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	22nd Mar. 2 p.m.	S'pore, Penang & Calcutta
SANTHIA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	21st Apr.	S'pore, Penang & Calcutta
TAKIWA	7,936	3rd May.	S'pore, Penang & Calcutta

B. I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	29 Mar. 4 p.m.	Manila, Sandakan, Thure
ARAFURA	6,000	10th May.	Island, Townsville, B'ban
TANDA	6,656	31st May.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kulambang, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KARMAKA	9,128	23 Mar. D'light	S'hai, Moji, Kobe & Yoko
ALIPORE	5,273	27 Mar. 4 p.m.	S'hai, Moji & Kobe
LAHORE	5,252	30th Mar.	S'hai, Moji, Kobe & Yoko
MANTUA	10,946	29th Mar.	S'hai, Moji, Kobe & Yoko
TILAWA	10,006	29th Mar.	Amoy, S'hai, Moji, Kobe & Yoko

KIDDERPOLE 5,334 1st Apr. S'hai; Moji, & Kobe
Cargo only. Does not carry passengers from Hongkong.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. 11 in. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight Rates, etc., apply to

MACKINNON, MACKENZIE & CO., P. & O. Bldg., Connaught Rd., C. Agents.

NYK LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £108, £83 via SAN FRANCISCO

£84/20 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tonyo Maru

Wednesday, 3rd Apr.

Korea Maru

Wednesday, 17th Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports

THE HONGKONG

PENINSULA HOTEL:
HONGKONG HOTEL, REPULSE BAY HOTEL;
PEAK HOTEL

AND
SHANGHAI

ASTOR, HOUSE, PALACE HOTEL;
MAJESTIC HOTEL.
HOTELS
LIMITED.

In association with the Grand Hotel
Des Wagons-Lits, Peking.

HOTEL METROPOLE

Central, Convenience, Comfort, Good Meals & Moderate rates.



HOTEL BOA VISTA, MACAO.

Ideal Place for week ends.

HOTEL METROPOLY

KOWLOON HOTEL
KOWLOON.

Under the Personal Supervision and
Attention of

Mr. & Mrs. H. J. WHITE.

Phone Nos.

K. 608 & K. 609.

Cables "KOWLOTEL".

Hongkong.

PALACE HOTEL.

Tel. Kowloon No. 3, Tel. Address
UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first class Residential and Tourist Hotel with all the conveniences
of a Home.

Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; facilities especially catered for.

MRS. J. H. OXBERRY,
Proprietress.

Hotel newly renovated.

EUROPE
HOTEL
SINGAPORE

After dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

RUNNEMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.

Overlooking the Sea.

Hot and Cold Running Water, Modern Sanitary System
Highest Quality Catering, European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.
CABLES.—"RUNNEMEDE," WILLIAM HAROLD PERRY—Manager

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA,
MACAO.

Cable Address:—"RIVIERA, MACAU."

"SKIRTS."

TO BE SCREENED AGAIN.

Film fans who revelled in Syd Chaplin's comical female impersonations in "Charlie's Aunt" and other Syd Chaplin's comedies will have another laugh feast when "Skirts," Syd Chaplin's latest picture for Metro-Goldwyn-Mayer, comes again to the Queen's Theatre on Tuesday next, for one day only. Chaplin again dons feminine garments to garner a mirth-quake of laughs in this new film.

"Skirts" is an adaptation of a popular London stage success, entitled "A Little Bit of Fluff." Walter W. Ellis is the author of the original stage play, which was adapted for screen purposes by Wheeler Dryden. As the film was made in England it brings many unfamiliar faces to the screen. The entire cast in support of Syd Chaplin is made up of British film and stage favourites, including Betty Balfour, the leading lady, Nancy Rigg, Annie Esmond, Edmund Breon, Diana Wilson, Clifford McLaglen and Enid Stamp Taylor.

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Printed and Published for the Proprietors by FREDERICK PERRY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

TORIES LOSE TWO
MORE SEATS.SCOTTISH MINER'S DAUGHTER
SUCCESSFUL.

BIG LIBERAL GAIN.

London, Mar. 22. Results of two by-elections announced to-day show that the Conservatives have lost both seats. The Liberals gained one and Labour the other.

At Holland-with-Boston, the Liberal candidate won in a four-cornered contest. The figures were:

Mr. Bindell (Lib.) 18,000.
Mr. Blanco White (Lab.) 9,294.
Mr. F. J. Vandenberg (Con.) 8,287.
Mr. Dennis (Ind.) 3,541.

Liberal maj. 3,800.

At the last General Election, there was a three-cornered fight, the Conservatives winning. The present poll shows a Conservative decline of 7,202, a Labour shrinkage of 1,395 and a Liberal increase of 6,687.

North Lanark.

At North Lanark, caused by the death of Sir Alexander Sprott (Conservative), the Labour candidate secured a win. The figures were:

Miss Jenny Lee (Lab.) 15,711.
Lord Scone (Con.) 9,133.
Miss Mitchell (Lib.) 2,488.

Labour maj. 6,687.

There were only two candidates at the last General Election, Conservative and Labour. The present poll shows a decline of 4,747 in the Conservative vote, whilst Labour has increased by 3,869.

Miss Jessie Lee, who has gained such a striking success, is the 26-year-old daughter of a Scottish miner. She attended an elementary school and her parents managed, with characteristic Scottish frugality, to send her to Edinburgh University. There she took a degree in Arts with honours and the degree of Bachelor of Laws. She won also a travelling scholarship on the Continent. She is now engaged as a school mistress. —Reuter and British Wireless.

FENY YU-HSIANG'S
ATTITUDE.

(Continued from Page 1.)

hsu who was reported to have been aboard. The skipper refused to permit the Chinese soldiers to go aboard and eventually a Japanese naval pinnace escorted the Dairen Maru up river.

Canton Soldiers Detained.

The China Merchanta 6,000 Kwangtung from Canton, with 1,000 troops and a quantity of rifles and two machine guns aboard, was detained yesterday morning at Woosung forts, the Chinese authorities suspecting that the contingent had been sent from Canton for the purpose of creating trouble in Shanghai. —Reuter.

Defence Commissioner.

Nanking, Mar. 22. Chen Tien-yuan has been appointed Defence Commissioner of the Tientsin-Pukow Railway. —Reuter.

LATEST NAVAL
MOVEMENTS.CUMBERLAND LEAVES HERE
FOR NANKING.

The cruisers Cleopatra and Carysfort arrived at Colombo en route to Hongkong on March 21.

The two ships, along with H.M.S. Dartmouth, are due in Hongkong on April 8, with reliefs from England for the China Station.

H.M.S. Cleopatra will proceed to Shanghai to effect relief of the crews of H.M.S. Magnolia and H.M.S. Cornflower in northern waters, while H.M.S. Carysfort will go up to Hankow with Yangtsze reliefs.

The Dartmouth will leave Hongkong for England about April 18, the Cleopatra on April 30 and H.M.S. Carysfort about May 12.

Shortly after their arrival in England, the Cleopatra and Carysfort, together with H.M.S. Concord, will sail for China with relief crews for the vessels of the Eighth Destroyer Flotilla.

H.M.S. Bluebell, which is on her way Home, has arrived at Singapore.

H.M.S. Cumbierland, one of the new County cruisers, has left Hongkong for Nanking.

THE KING'S HEALTH.

London, Mar. 22.

H. M. the King passed another good day. His majesty spent an hour and a half in the grounds of Craigwell House and again walked a short distance. —British Wireless.

FIXING AMOUNT OF
REPARATIONS.DEADLOCK AT COMMITTEE
OF EXPERTS.

GERMANY'S OFFERING.

Berlin, Mar. 22. For some time past the Committee of Experts on Reparations have been devoting their attention to fixing the total amount of the reparations to be paid annually by Germany, and great difficulty is being experienced in reaching a satisfactory agreement.

Dr. Schacht, the head of the German delegation to the conference, which is being held in Paris, arrived in Berlin to-day for the purpose of discussing with other officials the difficulties which have arisen with regard to the annual amount to be paid.

It is understood on reliable authority that the Experts have more or less agreed on a reduction from the figure reached this year under the Dawes Plan, and that Dr. Schacht suggested that it should be reduced to 1,400,000,000 marks.

Other members of the Committee of Experts suggested Mks. 1,750,000,000, which is equal to the fourth year payment under the Dawes Plan.

It is reported that the leading German industrialists are in favour of an attempt to reach a compromise. —Reuter.

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TORNADO SWEEPS
ALABAMA.EXTRAORDINARY TRICK WITH
SCHOOL BUILDING.

BUILDINGS WRECKED.

New York, Mar. 22. Alabama, which has been suffering from devastating floods, was today swept by a tornado of considerable intensity, two negroes being killed instantly in the wreck of a number of buildings, while twenty other people were seriously injured. There were exciting rescue scenes as soon as the worst of the storm was over.

Thirty buildings within a five mile area were levelled to the ground in the region of Meridian, while it is reported from Atlanta that the tornado struck a school building, near Piedmont, Alabama, and that twelve children were killed.